

THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Wilfred J. Funk, Vice-Pres.; Robert J. Cuddihy, Treas.; William Neisel, Sec'y), 354-360 Fourth Ave., New York

Vol. LVIII, No. 3

New York, July 20, 1918

Whole Number 1474

TOPICS - OF - THE - DAY

TROUBLE BREWING IN GERMANY'S REAR

GERMANY HAS WON BATTLES in France and Flanders largely because she has been able for the first time since the outstart of the war to concentrate her entire military strength against her Western enemies. But her opportunity has passed, and now from the arctic coast to the Ural Mountains, from the Caucasus to the Adriatic, various troubles are sending calls for German soldiers which, our press writers believe, can only be disregarded at the cost of Germany's Eastern conquests. With Allied forces in Kola and Vladivostok, with a thousand miles of the Siberian railroad held by the Czecho-Slovak forces, with the Allies launching what may be a major offensive in the Balkans, with formidable risings in the Ukraine, with a murdered Ambassador in Moscow as proof of rising anti-German sentiment in Great Russia, with demands for Teuton aid in the Caucasus, to say nothing of Austria's needs after her Italian disaster, Germany will soon realize, our editors think, that her Eastern front is being reestablished.

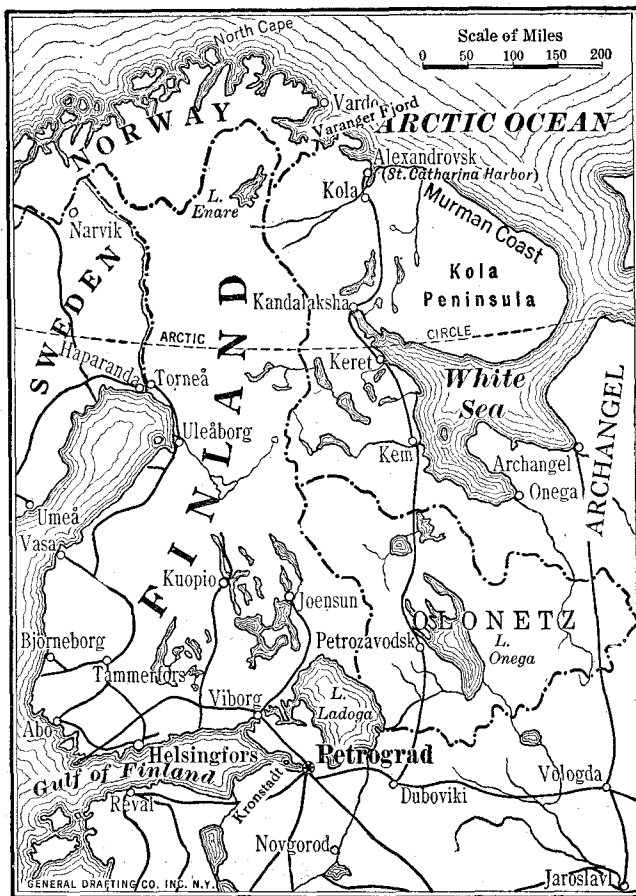
For months military intervention in Russia has been demanded by a large portion of the press in all Allied countries. To-day, some editors declare, intervention is a fact, and it only remains for the Allies to follow up and to make the most of the situation. At two widely separated points Allied forces threaten German rule in Russia, in each case through a peculiar combination of unforeseen circumstances. It is "perfectly plain" to the *Boston Transcript* that "the hour has struck for concerted Allied action in Russia." If the Germans send an army to block the Czecho-Slovaks and other anti-Teuton elements in Siberia, they will "at once reconstitute the Eastern battle-line, and that is precisely the chief necessity of the military situation to the Entente," for "it would compel the presence of a very large German army in Russia." We have now, continues *The Transcript*, noting other recent events on Russia's arctic coast, an opportunity to execute "a flanking movement from the north as well as a frontal movement from the

east." The *Boston paper* points out that the port of Kola is ice-free, and is connected by rail with Petrograd, and that the Allied military force now stationed there threatens the German control of Finland "and menaces the whole scheme of German conquest on the Baltic."

The rather involved story of Finland and the operations in the province of Archangel may be gathered from various dispatches and special newspaper articles. In the *New York Globe* Mr. Louis Edgar Browne observes that while the whole "Finnish-German-Allied question is complex," its origin was simple enough—the lack of food. The Allies were unable to meet Finnish demands for food last summer. The Finns then said they would be forced to turn to Germany. "The Finnish Senate did turn to Germany, but the Finnish laborers, the Finnish Socialists, turned to Soviet Russia. Civil war resulted, and Germany came with armed force to the aid of her secret ally, the Finnish Diet." The Red Guards, with red ribbons on their hats and rifles, fought for the proletarian Government with supplies furnished by Soviet Russia; the White Guards, similarly decorated with white, defended the rule of the property-owning classes and depended on material assistance from Germany. With the German camel's nose once in the tent, the rest of the animal soon followed. German officers

came through Sweden in civilian garb, and, according to Mr. Browne, "it was not long before General Mannerheim, the commander of the White Guard forces, had a full staff of German advisers." Finland was under German control, and rumors of a German King, or a Finnish declaration of war against the Allies, seemed plausible. But the realities have been serious enough. To let the *Brooklyn Eagle's* military reviewer tell the next chapter, which is explained by the map on this page:

"Archangel and Kola, the new Russian arctic port, are the only windows to Russia open to the Allies, except Vladivostok. Within the past four years a railroad has been built to Kola



THE NORTHERN FRONT.

Where Allied forces which have been landed at Kola and Germans in Finland are ready to contest for the control of Russia's ice-free arctic ports and the railroad connecting Petrograd and Kola.

Bay and the natural harbor developed. Shipping facilities at Archangel have also been increased. To these ports the Allies have sent enormous stores of supplies. Owing to the chaotic conditions that have prevailed in Russia for a year much of this material has not been moved and is concentrated in the areas around the two ports.

"The German purpose at present is to use Finland and Finnish soldiers in an effort to cut the Murman railroad running to Kola Bay, and seize the supplies at Archangel and Kola. A typical bit of Teutonic intriguing in this connection has been the revival in Finland of Finnish claims to ancient Karelia, the Russian territory to the east of Finland, through which runs the Murman railroad. This is the pretext for a campaign in Russian territory.

"The Finns apparently are falling in with the German scheme, and a military movement is under way. Large German forces,



WHY RUSSIA MUST BE FREE.

—Knott in the Dallas News.

estimated at 50,000, have landed at Hangö, Finland, and other Germans, mostly released prisoners, have been concentrated at Viborg, Finland, only a short distance from Petrograd, for a campaign of Archangel Province. How far the Germans have gone is not known, but their plan is fully understood."

French and British forces, landed to defend the stores at Kola and the Murman railroad, were at first aided by the Bolshevik Red Guard. On July 1 it was learned that United States Marines had also been sent ashore there. Bolshevik sentiment apparently changed, and martial law was declared in the province, which was followed by a declaration of independence of Russia and sympathy with the Entente on the part of the population of the Murman coast. German advance to the north will be contested, it is predicted, and one military expert believes that "before long there will be a new Allied front way up in the arctic circle which represents the most extreme wing that an army ever extended." "This is an obscure campaign in a remote field," but, observes the Springfield Republican, "in the final history of the war it may loom large."

But it is in Siberia the Allies "hope to find a spring-board for military influence from Russia," says the *Kölnische Volkszeitung*, perhaps expressing German fears. For here are the 40,000 Czecho-Slovaks whom the press speak of as "the wonder of this war." Besides this army, which holds perhaps a thousand miles of the Trans-Siberian Railway, with Vladivostok, Irkutsk, and other towns, and has several times defeated forces of Bolsheviks and released German prisoners, Siberia wins importance as a foothold for anti-German activity in Russia from the presence of General Semenov and his Cossacks, small Allied forces at Vladivostok, and, it is believed, several of

the most influential statesmen and generals of the pre-Bolshevik revolutionary days. Those who have not been following the Czecho-Slovak movement closely are reminded by Mr. David Lawrence in the New York *Evening Post* that—

"At the time the American Commission, headed by Elihu Root, was in Russia, the Russian Army made a drive into Austria and captured hundreds of thousands of Czecho-Slovaks. Not much significance was attached then to the willingness with which they surrendered, but it was plainly understood when their leaders in exile in France began to arrange for the transfer of the Czecho-Slovak contingent from the status of prisoners of war to loyal soldiers of the French Army. Professor Masaryk went to Russia to arrange this with the Russian Government. The Bolsheviks successfully revolted against the Kerensky régime, but after prolonged negotiation they, too, agreed to the passage through their territory and the equipment of about 100,000 Czecho-Slovak troops.

"The objective of the latter was France, by way of Siberia and ocean transports. . . . The Czecho-Slovaks encountered difficulties on their journey, but followed their instructions not to get mixed up with the Bolsheviks.

"Professor Masaryk is confident, however, that German intrigue set to work to pit the Bolsheviks against the Czecho-Slovaks, and that, contrary to their own wishes and intentions, the capture of Vladivostok became necessary in self-protection. He believes the Germans were trying to wipe out the Czecho-Slovak force and prevent it from ever becoming incorporated in the Allied armies in France.

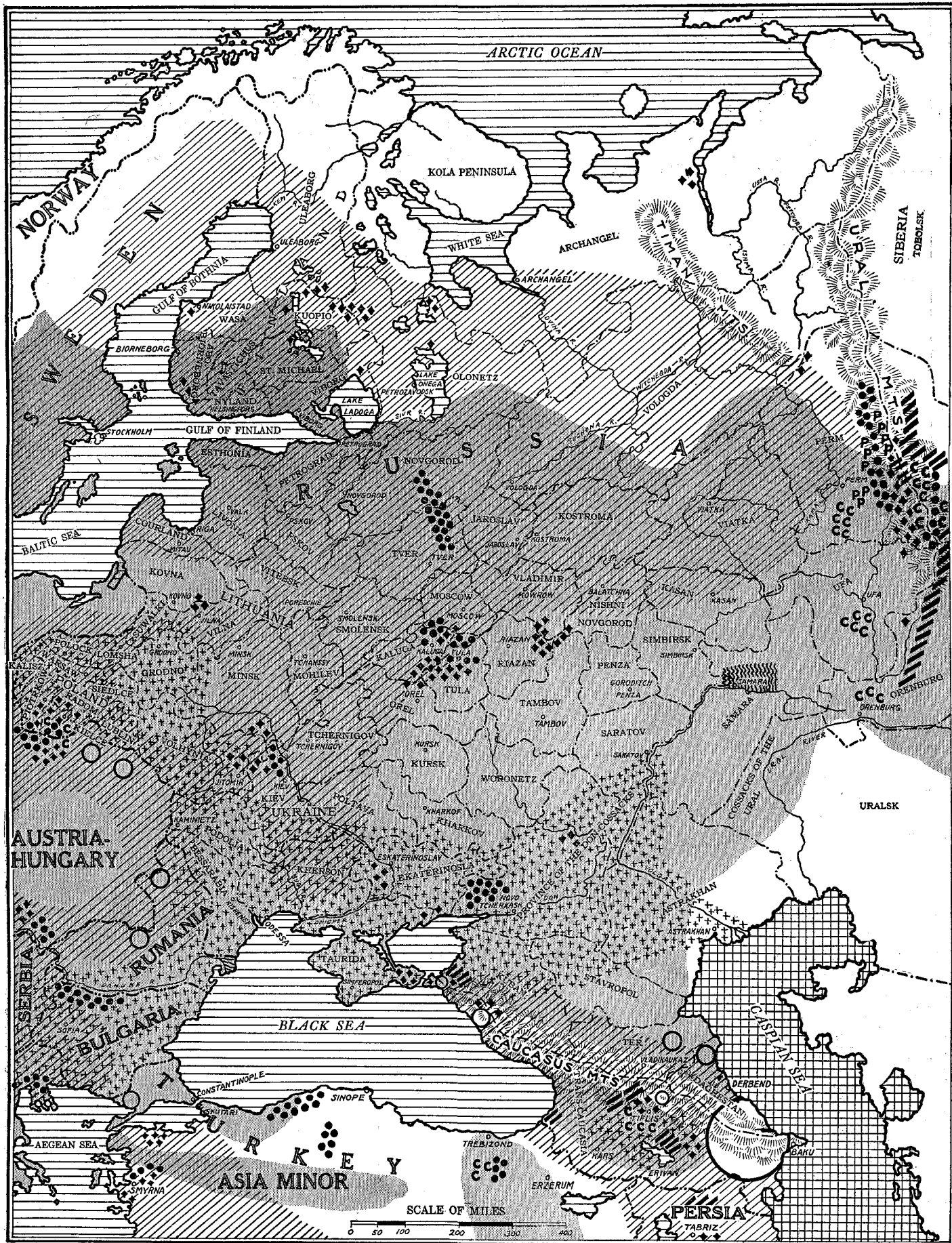
"We have, therefore, an Allied force—for the Czecho-Slovaks are already admitted into the French Army, their equipment being paid for by the Entente—in possession of 1,300 miles of the Trans-Siberian Railway, and Professor Masaryk believes they could easily make it 5,000 miles, if they were to be given the support of another 50,000 to 75,000 men. The Czecho-Slovaks have formed a junction at Vladivostok with the Allied naval forces, and thus, without intending any aggression against Russia, but solely with the idea of striking at Germany, an Allied force has control of an important line of communication, which, if extended, can conceivably set up another Eastern battle-front, or at least keep the German forces from further invasion of Russia.

"If the Allies do not wish to avail themselves of the wedge driven involuntarily by the Czecho-Slovaks into Russian territory, they must at least send transports and supplies to Vladivostok and bring about an adjustment of the situation there lest further complications make the position of the other Czecho-Slovaks en route to Siberia dangerous, if not untenable."

Mr. William L. McPherson, of the New York *Tribune*, joins with other writers on military affairs in considering this army "a war-asset of incalculable value." He thinks they can make a later Allied intervention "little more than a parade from Vladivostok to the Ural Mountains." Press reports from Moscow say that the Czecho-Slovaks are now in a position to cut all rail and wire communication and can keep the Siberian grain-supply from reaching Russia. The New York *World* quotes an American recently returned from Russia to the effect "that the overthrow of the Vladivostok Soviet by the Czecho-Slovaks presents a heaven-sent opportunity for the Allies and the United States to send into Siberia a military force which would immediately cause Germany to withdraw a half-million men from the Western Front." He thinks that loyal Russians of all parties will flock to the new forces and thus reestablish the Eastern fighting front on a large scale.

The independent Siberian Government set up at Vladivostok has repudiated the Brest-Litovsk treaty, assumed responsibility for its share of the Russian national debt, declared for the establishment of a Russian Republic with an autonomous Siberia, and demanded the resumption of hostilities against Germany. Additional importance is lent to this move by the reports of the great migration from central Russia to Siberia during the war. Indeed, some advocates of peaceful intervention call for the encouragement of Russian emigration to Siberia as one very practical part of the Allied program.

Reports of anti-Bolshevik, anti-German, or counter-revolutionary risings in the interior of Russia can not be taken too



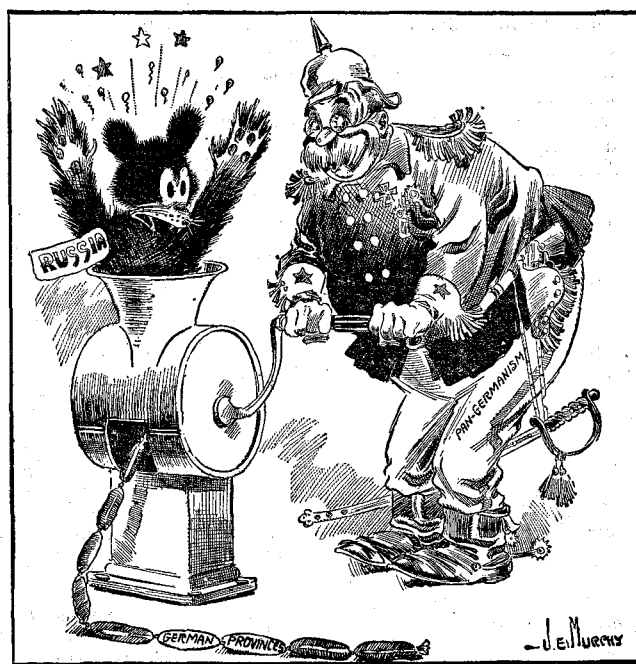
Copyrighted. Reproduced by courtesy of "Leslie's Weekly," New York.

WHY GERMANY WANTS RUSSIA.

This great storehouse is now practically in the grasp of the Germans. If they can exploit Russia's resources unhindered while holding the Allies on the Western Front, it might enable them to continue the war indefinitely, especially if they can procure soldiers from Finland, Lithuania, and other parts of what was once the Russian Empire. Germany is already drawing upon the resources of Asiatic Turkey, and controls the Black and Baltic seas.



WITH A LITTLE ENCOURAGEMENT IT MIGHT GROW OUT AGAIN.
—Orr in the Chicago Tribune.



THE WURST IS YET TO COME.
—Murphy in the San Francisco Call and Post.

WHAT WILL THE HARVEST BE?

seriously in view of the remarkable crop of rumors which have come from German and Scandinavian sources. But the assassination of Ambassador von Mirbach, who was practically dictator in Moscow, shows that an old Russian method of getting rid of oppressors has not been forgotten. The Bolshevik Government's apologies were accepted at Berlin, tho many of our papers expected to see the murder used as a pretext for an immediate military advance upon Moscow and the conquest of what a German writer has called "Residue Russia."

It is in Southern Russia, particularly the Ukraine, that German control has been most securely fastened and where Germany expects soonest to reap material gains. The Kief Government is considered a German puppet organization, but recent reports seem to show that the Prussian has here overreached himself. Dispatches tell of peasants rising by the thousands against German occupation, because of German agrarian regulations, seizures of food, and failures to keep promises. We have heard of well-armed groups of revolutionaries with improvised flat-bottomed monitors on the rivers. Germany may crush this movement, but, according to a Stockholm dispatch, it has reached such a formidable state as to call for total German forces in the Ukraine amounting to more than 300,000 men.

Lithuania has generally been considered resigned to, if not contented with, German dictation, but a member of the Lithuanian Central War Relief Committee declares in the New York *Evening Post* that the hatred of the people for Germany is deeply rooted in their nature and has not been lessened by the thoroughness with which the Germans have exploited the country. In the Transcaucasus, it is reported in the German press, local pro-German officials have appealed for German troops to help them against bodies of hostile peasants and Armenians. The New York *World* hears from Roumania that owing to the extortions of German authorities, famine and pestilence are decimating the population. One refugee in Switzerland says that the Roumanians are at present reduced to actual slavery, so that "Roumania has only one hope left, the victory of those whom she continues to consider her allies."

But Roumania, Serbia, and Montenegro, as well as the Slavic populations in southern Austria-Hungary, may well look for relief, some of our editors think, from the Allied drive in Albania, which is so definitely reestablishing the Eastern Front at its extreme southern end.

A NEW YORK PAPER OWNED BY WILLIAM II.

REAL GERMAN MONEY, not the *Ersatz* kind, has been poured like water in propaganda work, and the latest discovery of such hidden treasure inspires in some quarters acclaim to the Kaiser as "All-Highest Blunderer and Easy-Mark." Through the arrest of Dr. Edward A. Rumely, vice-president and treasurer of the Mail and Express Company, publishers of the New York *Evening Mail*, on the charge of perjury in a report to Mr. A. Mitchell Palmer, Alien Property Custodian, it became known that the German Government, represented by Ambassador von Bernstorff and Dr. Albert, Financial Agent, paid \$1,361,000 to gain control of the New York *Evening Mail* in the spring of 1915. One more big investment in propaganda turns out to have been a complete failure, remarks the New York *World*, which points out that those who undertook to conduct *The Evening Mail* in the German interests soon found that they had to operate with increasing caution. Sheer force of public opinion compelled them to abandon most of the work for which so large an appropriation had been made, and "when the United States declared war in April, 1917, the trustees of the German money had no recourse but to embrace the American cause with as fine an appearance of sincerity as was within their power." Similarly the New York *Evening Post* sees in the *Evening Mail* exposure the "absurdity of the propaganda obsession," and finds that one result of the German expenditure of \$30,000,000 or more in flooding the United States with pamphlets, fake newspapers, and leagues is our million men on the Western Front. The reason for the failure of such propaganda is that it must either be so obvious that it becomes suspect immediately, or it must so conceal itself in apparent loyalty that it then also becomes valueless, and *The Post* proceeds:

"One has only to recall the virulent *Continental Times*, misspelled, full of bad grammar and vitriolic invective, mailed from Switzerland during the war's first years to persons who never had the least intention of reading it—one has but to recall this ridiculous venom-sack to realize the stupidity of such transparent clumsiness and ineptitude. On the other hand, *The Evening Mail* exactly illustrates the futility of propaganda too skilfully concealed. Certainly, before we came into the war, it took a practised newspaper man to nose out any hidden shafts of propaganda that may have been wrapt up in *The Evening Mail's* editorials, and, of course, a veteran journalist would at

once discount the value of that kind of thing. But the mere layman for whom these subtle flank movements would have been intended never even noticed that they were there. Since we have joined the Entente, a double measure of enthusiasm has been exhibited by all those newspapers whose ownership had in any way been suspect, in order to prove their full loyalty. So that for more than a year the German Government has actually been part owner of a daily which has had to be more anti-German than even Mr. Roosevelt!"

The Brooklyn *Eagle* recalls that Dr. Rumely's conduct of *The Evening Mail* brought the newspaper at once under suspicion, and it mattered little or nothing that, since our entry into the war, it has been fervid in asseverations of loyalty. The past was not forgotten, and could not be covered up, but it can be lived down, remarks *The Eagle*, now that the truth about it is known and the responsibility for it fixed. Meanwhile, the lesson, so far as newspapers are concerned, this journal adds, is that "loyalty to the moral principles involved in this war is not to be measured from the American date of hostilities," for "the German cause was just as abominable before April 6, 1917, as it was after that." The German transaction of *The Evening Mail* involved the venality characteristic of all German efforts of this nature, according to the New York *Times*, and, above all, characteristic German stupidity. Witness that long before Dr. Albert drew these checks against the account jointly carried in his name and in the name of the German Ambassador, public opinion here ran irresistibly against everything for which Germany was fighting in the war. The first date to be noted is that of May 27, when Dr. Albert wrote the letter directing the issue of a cashier's check for the transfer of funds preparatory to the purchase of *The Evening Mail*, and *The Times* reminds us "that was less than three weeks after the sinking of the *Lusitania*." The New York *Tribune* accuses Dr. Rumely of being "a bungler," because "he touched the money," which to do was "unbelievably crude," and it adds that "no finished vender of imponderable merchandise would be so vulgar or so stupid." Moreover, *The Tribune* advises him that what the scientific camoufleur now strives for is "distortion of perspective," by which "you may have the bow of a German scow, but by proper camouflage you can make yourself look like a fine American Liberty ship, coming instead of going." "There is really no excuse for Herr Dr. Rumely," adds *The Tribune*, for "he had only to observe the work of a notorious camoufleur around the corner."

The New York *American* maintains that "the *Evening Mail* scandal exposes the utter hypocrisy of plutocratic attacks on the Hearst papers," and proceeds:

"This Republican and plutocratic organ, bought with money secretly provided by German Government agents, ran neck and neck with the New York *Tribune* and other Republican plutocratic organs to assail two objects of Republican and plutocratic hatred—the Democratic National Administration and loyal supporters of the Democratic National Administration like the Hearst papers."

In the meantime *The Evening Mail* has been taken over by the

bondholders who sold it to Dr. Rumely and his backers, and is being conducted as a loyal American daily under the supervision of A. Mitchell Palmer, the Alien Property Custodian for the United States Government.

WHEN WASHINGTON HOLDS THE WIRES

STRIKE OR NO STRIKE, the time is ripe, at least in the opinion of some editors and newspaper correspondents, for the Government to assume the control of telegraphs and telephones. For the "National Government to control the railroads without also controlling the systems of wire-communication" seems to the San Francisco *Bulletin* at once "a logical inconsistency" and "a practical impossibility." It is a "sheer matter of economy and expediency," according to *The Bulletin*, and it should be noted that the principal Congressional and newspaper advocates of this latest step in government control emphasize the practical benefits to be derived from it. The resolution presented to the House of Representatives by Mr. Aswell, of Louisiana, empowers the President, "in order to insure their continuous operation, or to guard the secrecy of military and governmental communications, or to prevent communication by spies," or for other military or public reasons, "to take possession and control of any telegraph, telephone, marine cable, or radio systems," and to operate them as far as possible as the railroads are being operated. Secretaries Baker and Daniels and Postmaster-General Burleson strongly advocated this while the House was considering it. The Washington correspondent of the New York *Times* quotes Mr. Aswell as declaring that the most "astounding" results would follow the unification of the systems of the telegraph and telephone companies under government control. In the first place, he says, the Government "can release most of the employees of the telegraph companies by sending telegrams over the telephone-wire," and he reminds us that the wires "are susceptible of use for both telephone and telegraph communication simultaneously." He adds:

"The War Department is in grave need of trained telegraphers, telephonists, and electrical men. If the telegraph and telephones be combined, at least 10,000 telegraphers would be released at once for the military service."

"The Postal Telegraph Company, with few exceptions, duplicates the Western Union and could give all of its employees immediately to the Government for its service, and the Western Union, when its messages have been shifted to the long-distance telephone-wires, could also give all of its employees, except telegraphers and messengers, to the military service. It is an understatement to say that with fewer employees the Government can treble the number of messages now handled daily by all of the telegraph and telephone companies combined."

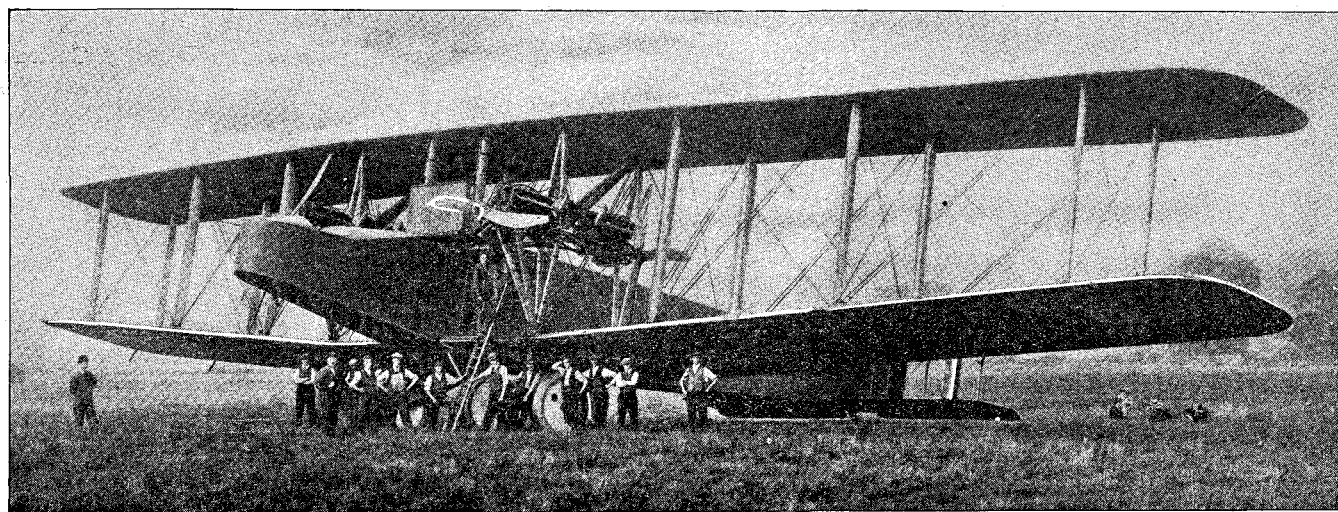
"In the United States you see three pole-lines, three sets of officers, three sets of overhead doing less work than one pole-line, one set of officers, and one overhead are doing in other belligerent countries, and particularly in enemy countries. The trained man-power engaged in the telegraphic service sending messages sent over the telephone-wires in other countries is simply wasted energy taking place in the United States, when



Copyrighted by the International Film Service.

DR. EDWARD A. RUMELY,

Who is charged with having bought the New York *Evening Mail* with the Imperial German Government's money. He is here seen, at the reader's left, after his arrest.



A BOMB-CARRYING "SUPER-DREADNOUGHT OF THE AIR," DRIVEN NINETY MILES AN HOUR BY LIBERTY MOTORS.

we so greatly need this trained man-power with which to win the war speedily and decisively."

Writing from Washington to the *New York World*, Mr. Charles Michelson quotes Post-office Department figures showing a possible yearly saving of \$112,500,000, or twenty-five per cent. of the total bill, by economies under government control. Some of the principal economies the Post-office officials have in mind are these:

- "1. Wipe out all telegraph-offices and use existing post-offices and substations.
- "2. Substitute stamps for an elaborate red-tape method of handling messages.
- "3. Combine telephone- and telegraph-wires for use in any manner required.
- "4. Eliminate high-salaried and ornamental officials."

By such means, it is estimated, the Government could pay the bills and at the same time reduce rates so as to bring down the maximum charge for a ten-word telegram from 25 to 12 cents and the local telephone-rate from five cents to one cent.

While some editors believe that the telegraph and telephone companies have done all that could be expected of them under their present management, the *Dallas News* has noted indications "that the telegraph facilities under present methods of operation have not been equal to the needs." For example, it recalls that the Western Union recently admitted that it had been using the railroads to carry its night letters between several of the larger cities of the East. Perhaps, says the Texas paper, "the inadequacy of the wire facilities thus evidenced can be corrected by unifying the management and equipment of the telegraph companies by means of government operation." That, as in the case of the railroads, "economies can be effected without detriment" is the belief of the *Brooklyn Eagle*, which adds that when such economies are once secured they "will assuredly persist."

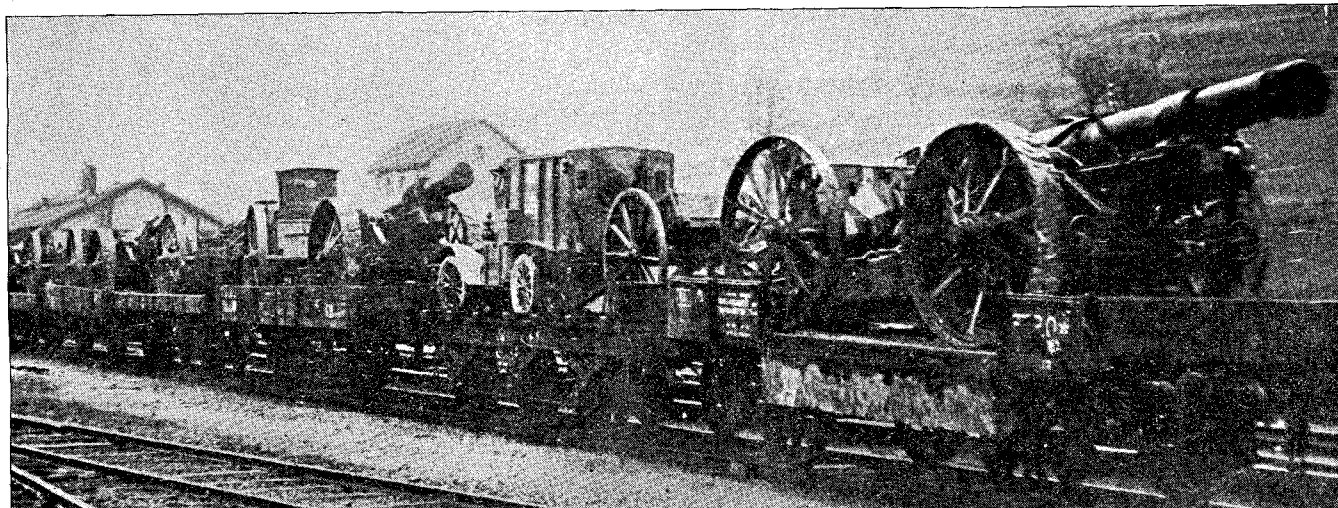
"Undoubtedly government operation would tend to bring economy and greater efficiency," but, says Mr. David Lawrence in the *New York Evening Post*, if "it is purchased at the expense of other evils not known now to private control," it might be a case of "going from the frying-pan into the fire." For, he points out,

"In the control of the telegraph- and telephone-lines exist the greatest possibilities for political abuses that have ever been assembled in a legislative proposal. Not only is it possible for a Republican or Democratic supervisor of the nation's communications to discriminate against unfriendly newspapers and, by a manipulation of regulations and other powers, harass those publications into a state of serious embarrassment, but the telegraph- and telephone-wires contain the secrets of civilian and business life, and prejudices and partizan officials could cause no end of mischief."

AMERICA REVEALING HER WAR-POWER

CALAMITY-HOWLERS should be silenced by some of the recent disclosures of the enormous power in men and material America is putting into the war, remark some of our press. The *Chicago Tribune* thinks our war-plan is drawn "on a scale commensurate with the loyal American's ideas of the puissance of his country," and that it suggests "a grasp of military values and principles seldom shown in America's war-plans." The American people are awake and beginning to show what a great people can really do, remarks the *San Francisco Chronicle*, when "fully aroused and inspired by an all-pervading spirit of patriotic devotion to their country and to mankind"; and in contemplating our colossal effort a Michigan editor reminds us that this fight with Germany is no sporting event, no sparring for points, nor even a duel to the death, but "an execution." The *Seattle Times* notes in Washington dispatches that American-built 155-millimeter howitzers are now being shipped to France, and that one firm which never touched ordnance work before we got into the war is turning out these guns at a rate of ten a day from a factory the site of which was a flourishing corn-field last August. This significant record is one evidence of the wonders the nation is accomplishing now, *The Times* admits, tho Americans should not overlook the fact that "when the great emergency came it was not ready."

A striking item in our program is the Fortifications Bill, carrying \$5,435,096,224 in cash appropriations. A Washington correspondent of the *New York Times* points out that it provides for every conceivable agency of armament, and for the erection of a \$40,000,000 ordnance plant near Pittsburg. As much of the money to be appropriated can not be spent in less than three years, this informant tells us, the conclusion reached by experts is that the Allied Powers are providing for hostilities until 1921. Editorially *The Times* quotes the statement of Representative Borland that our field-artillery program contemplates the raising and equipment of three armies, each consisting of 1,375,000 men, or an aggregate of 4,125,000 men, of which at least 3,000,000 should be combatant, and Mr. Borland further stated that our field-artillery program is "more complete, more varied, and stronger in every line than any field-artillery program with which any existing army has been equipped, including the German Army itself." The American-built 155-millimeter howitzers mentioned above as being turned out at the rate of ten a day, we learn from Washington dispatches, are of French design, approximately six-inch bore, and are the heavy barrage guns which support an infantry advance against an entrenched position. It is noted further that the United States will soon



French official phot graph. Copyrighted by Underwood & Underwood, New York.

OUR ANSWER TO KRUPP—AMERICAN-MADE GUNS ON THE WAY TO THE FRONT IN FRANCE.

be independent of its cobelligerents for guns of this type. We read also that a high record for daily production of rifle- and pistol-ammunition was set on June 27, when about 27,000,000 cartridges of every description were produced in plants working for the United States. Then, too, the week ended June 29 saw a high record of production of United States Army rifles of the models of 1917 and 1903 with a daily average of 10,142. During the week 55,794 rifles of the modified Enfield and the Springfield types were produced, together with spare parts which when assembled would equal several additional thousand rifles. In a letter to Representative Dent, chairman of the House Military Committee, Secretary of War Baker calls attention to the successful dispatch of over a million troops to France, and the excellent health of the men in camps in this country. We are further informed of the vast transportation effort of the Army in France, where a double line of railroad communication extends from the coast of France to the battle-front, including the construction of hundreds of miles of trackage for yards and the necessary sidings, switches, etc. Of aircraft production, Secretary Baker relates:

"Deliveries of elementary training-planes to June 8 were 4,495.

"Deliveries of advance training-planes to June 8, 820.

"The average weekly production of advance training-planes during April was 22; during May, 45; week ended June 8, 78.

"To June 8, 285 combat-planes were delivered. The weekly average of this type of machine in April was 5; in May, 38, and for the week ended June 8, 80.

"Six thousand eight hundred and eighty training-engines were delivered to June 8.

"Two thousand one hundred and thirty-three advanced training-engines were delivered to same date.

"More than 2,000 Liberty engines have been delivered to the Army and Navy. The average weekly production in April was 96; in May, 143, and in the first week in June, 115.

"Thirty-seven thousand two hundred and fifty machine guns were delivered for use on aeroplanes before June 8."

The day is not distant, says the New York *Tribune* "when the achievements of the Aircraft Board "will come to rank with the ship-building work as perhaps America's greatest contribution to the war." When the first Handley-Page bombing-plane, made and assembled in an American factory, took official flight near Elizabeth, New Jersey, Mr. John D. Ryan, head of the Aircraft Production Board, said: "Behind this plane are thousands of others already under way." And added:

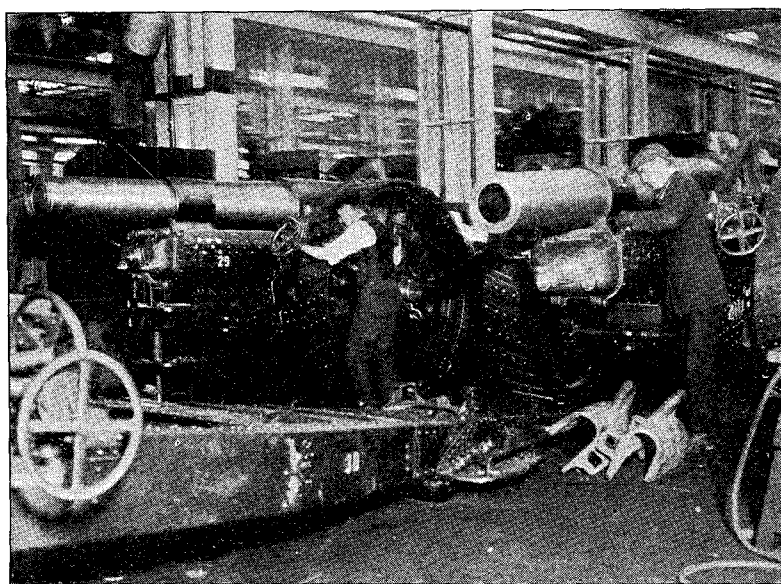
"In the fifteen months we have been at war there has been designed and put into action the Liberty engine, which is ac-

knowledgeed by all of the Allies as one of great performance and a distinct contribution to the cause. As a powerful machine to drive heavy aircraft it is undoubtedly as satisfactory as any engine produced by any nation on either side of the war.

"The facilities for the manufacture of aircraft engines and planes are now being developed with all speed and skill available. That we have now entered the quantity-production stage gives assurance that our country and its allies will soon realize the benefit of such a fighting air-force as will satisfy the people and bring consternation to our enemies."

Of the various war-winners made known in slogans, perhaps the newest is "Gas will win

the war," which a Washington correspondent of the Chicago *Tribune* says is "the latest formula for victory brought back from the battle-fields of France by American Army officers who have witnessed the successful use of an increasing volume of new and more diabolical species of poisonous vapors by the Hun." The American Government is now bending every energy to make up for previous neglect of this weapon, with the prospect of being able to equip the American Army with the means of an adequate gas-offensive next year, "in order to beat the Germans at their own game."



Copyrighted by the Committee on Public Information, Washington, D.C.

TWO NEW HOWITZERS READY FOR DUTY.

Ten of these are being turned out every day in one American factory.

WHEN OUR SWORDS TURN PLOWSHARES

WHEN JOHNNY COMES MARCHING HOME victorious and lays aside his rifle and uniform, a place must be found for him in the ranks of civil life, and now is the time to prepare for it, our newspapers are saying. Some of them find a partial solution in the plan of Secretary of the Interior Franklin K. Lane, to settle those who wish to farm on lands prepared by the Government. It is noted that if the war is a long war, five million men must find a path back to ordinary life when it is over, and tho a large part may return to the work and even the positions they had left, a very large proportion will be more or less at sea. In Secretary Lane's plan, set forth in a letter to the President and in several speeches, we are reminded that the nation still has millions upon millions of undeveloped acres, desert land that must be irrigated, swamp land that must be drained, cut-over timber land that must be stumped out and made arable. The question of reclaiming arid and swamp land, the *Syracuse Journal* recalls, has been before Congress in one form and another for many years, but no serious consideration was ever given to it. Events seem to show that Secretary Lane has brought it up at the psychological moment, and it trusts that the note he sounds will not be ignored by the wise men in Congress. In Mr. Lane's letter to the President we read:

"A million or two dollars, if appropriated now, will put this work well under way.

"This plan does not contemplate anything like charity to the soldier. He is not to be given a bounty. He is not to be made to feel that he is a dependent. On the contrary, he is to continue in a sense in the service of the Government. Instead of destroying our enemies, he is to develop our resources.

"The work that is to be done, other than the planning, should be done by the soldier himself. The dam or the irrigation project should be built by him, the canals, the ditches, the breaking of the land, and the building of the houses, should, under proper direction, be his occupation. He should be allowed to make his own home, cared for while he is doing it, and given an interest in the land for which he can pay through a long period of years, perhaps thirty or forty years. This same policy can be carried out as to the other classes of land, so that the soldier on his return would have an opportunity to make a home for himself, to build a home with money which we would advance and which he would repay, and for the repayment we would have an abundant security.

"The farms should not be turned over as the prairies were—unbroken, unfenced, without accommodations for men or animals. There should be prepared homes, all of which can be constructed by the men themselves and paid for by them under a system of simple devising by which modern methods of finance will be applied to their needs."

The *New Orleans Item* notes the statement of Secretary Lane that the public lands of forty, thirty, and even twenty-five years ago are gone, and considers that the settling of the soldiers on

reclaimed land is one after-the-war problem in which the South is vitally interested. The South should be exceedingly active in its solution, for "it affords the South opportunity for settlement and development similar to that enjoyed by the West after the Civil War." For Northern-born men the northern third of Minnesota, Wisconsin, and Michigan would be "vastly preferable to anything the South could offer," according to the *Minneapolis Journal*, which tells us this section is "destined by nature to be the greatest dairy region in America." The *Boston Transcript*, too, observes that—

"There is another source of land for such a purpose which probably has not suggested itself to Secretary Lane, but which would, if availed of, supply a larger acreage than either the irrigation or drainage projects. It is the unused or half-used farm-lands of the northeastern States. These are now in private ownership, and for the most part their land is out of tillage because it can not be made to pay under current or 'extensive' methods of cultivation, in competition with better land in the West. . . . But under an organized and well-directed intensive cultivation they would pay largely."

The *Wichita Beacon* points out that there are fifteen million acres of irrigable territory in the West, much of it in the western part of Kansas. These reclaimable areas must be taken in hand now, for "if the war is to end in 1920 or 1921, which seems probable, if all goes well, work will have to commence now in order to provide sufficiently large tracts of usable land for the soldiers who are coming back." The *Spokane Spokesman Review* thinks Secretary Lane's project is "of deep and particular interest" to the Pacific Northwest with its extensive irrigable areas and its constantly increasing expanses of logged-off lands. It reminds us, moreover, that his estimate of cut-over timberlands at 200,000,000 acres is more clearly comprehended when it is considered that this area "approximately equals the combined areas of New York, Pennsylvania, Ohio, Wisconsin, Indiana, Kentucky, Maryland, Vermont, New Jersey, New Hampshire, Delaware, Connecticut, and Massachusetts." Says the *Portland Oregonian*:

"The varied work of reclamation will have to be done on so large a scale, and will employ such vast capital, that it can be done only by the Government, or under government direction. Most of the land in question being in private ownership, it will be necessary for the Government either to buy it outright for resale to the settler after it has been reclaimed, or to arrange terms on which the owner shall pay for the reclamation and shall sell to the settler.

"An essential part of the plan is that the farmer shall own his farm. That would go far toward stopping the prevalent tendency toward tenancy, which is introducing into this country the evils of European landlordism. By attracting a large number of former urban dwellers to agriculture it would do much to correct the balance between urban and rural population, which has been swinging strongly toward the cities."

TOPICS IN BRIEF

THERE must be a feline strain in Nicholas Romanof.—*New York Morning Telegraph*.

THEY call it a bumper wheat crop because of the bump it will give the Kaiser.—*Nashville Southern Lumberman*.

A PEACE by understanding would be all right, if Germany could only be made to understand.—*St. Louis Globe-Democrat*.

WE may not be fighting the German people, but they have a curious way of getting between us and the Hohenzollerns.—*Brooklyn Eagle*.

THE civilized world isn't likely to register any vigorous protest of Germany's proposed antiemigration laws.—*Nashville Southern Lumberman*.

MOHAMMED V. may have been assassinated, but for a sultan that does not mean that he did not die a natural death.—*Springfield Republican*.

IRON CROSSES sell for forty cents in Germany. The depreciation of paper marks accounts for a price still ten cents too high.—*New York World*.

IT will be noticed that while explaining that the defeat was due to the rain, Austria none the less fires the generals who let it rain.—*Springfield Republican*.

THE Anticonscription Conference in Dublin, which appeals to President Wilson to make the world safe for Ireland, seems to be confused as to the meaning of its language. What it is trying to do is to make Ireland safe for the Germans.—*New York World*.

IN the Austro-Hungarian retreat Emperor Charles probably is leading his armies in person.—*Arkansas Gazette*.

BOTH General Foch and Mr. Hoover are showing us how the Huns may be whipt by nibbling tactics.—*St. Louis Star*.

GERMANY has built three new bridges across the Rhine. Do coming events cast their shadows behind?—*St. Louis Globe-Democrat*.

ACCORDING to T. R., the most unnecessary luxury accorded to spies in this country is the last "n" in intern.—*Philadelphia North American*.

THINGS are reversed in Soviet Russia. The Bolshevik police probably round up everybody who wants to "Work or Fight."—*Brooklyn Eagle*.

GARMENT men are predicting that ready-made suits for men will reach \$100 next fall. And no possibility of relief with suitless days.—*New York Evening Sun*.

GENERAL OTTO VON BELOW is assigned to look after the Austrian generals, who can unite cordially in singing "Man wants but little Herr Below, nor wants that little long."—*Springfield Republican*.

WE heartily favor recognizing the heroic Czecho-Slovaks and the indomitable Jugo-Slavs as independent nations and fighting shoulder to shoulder with them to make the world safe for democracy, provided they understand clearly in advance that there is to be no kissing either before or after victories.—*Columbus (Ohio) State Journal*.

FOREIGN - COMMENT



Copyrighted by the Committee on Public Information.

AMERICAN SENTRY IN MASK DEFYING AN APPROACHING GERMAN GAS-CLOUD.

BRITAIN NOT SHIRKING

THE THRIFTY GERMAN must be pained to the very depth of his being when he thinks of the lamentable failure of all his propaganda. Despite the fact that for once he indulged himself in the unwonted delight of spending millions recklessly with no return in sight, there is no escaping the sad conclusion that poor Fritz got precious little value for his money. Here in America the persuasive Dr. Bernhard Dernburg cooed sweetly to us, while Dr. Albert—who was a “Real Secret Privy Councilor”—exhibited to our dazzled gaze a succession of intrigues that made Machiavelli look foolish; yet the net result of it all was to disgust decent Americans with their excuses and justifications for acts that were inexcusable and unjustifiable. It is not improbable, in fact, that the clumsy German propaganda created more anti-German than pro-German sentiment. None the less, they did score one mendacious triumph. German agents whispered that “England would fight to the last Frenchman,” and generally produced the impression that Britain was sitting back supinely at her ease while others fought for her. In some quarters the belief still lingers that Britain is not doing her share in the war as a member of the Alliance, and to correct that impression the British War Mission to America has put out an interesting pamphlet entitled “Blood and Treasure,” which gives us some idea of the enormous efforts of the United Kingdom.

From this pamphlet we learn that in August, 1914, when the war broke out, Great Britain's entire military strength amounted to 700,000 men, composed of 250,000 in the regular Army, 200,000 reserves in civilian life, and 250,000 partially trained troops belonging to the Territorials, a body of volunteer troops roughly corresponding to our State National Guard. Here is the tale of what has been done since then:

“Altogether Great Britain has enlisted in her Army and Navy one out of every four males, from birth to nonagenarian, in the entire population of the British Isles.

“The first expeditionary force of 160,000 arrived in France in mid-August and took part in the famous retreat and subsequent battle of the Marne with decisive effect.

“On August 8, 1914, Lord Kitchener asked for 100,000

volunteers. They were enrolled in less than a fortnight. In the fifth week of the war 175,000 men enrolled—30,000 in a single day. By July 31, 1915, 2,000,000 had enlisted.

“On May 26, 1916, King George in a message to his people announced that 5,041,000 had enrolled *voluntarily* in the Army and Navy. In October, 1917, three million men were serving abroad on the various fronts, and the Minister of National Service stated in the House of Commons on January 14, 1918, that . . . the Empire had contributed 7,500,000 since the war broke out.

“Men too old for service, 250,000 strong, have enrolled themselves in Volunteer Brigades, armed and equipped at their own expense, for Home Defense.”

It is, however, from this table of percentages and proportions that we can see how great the effort of England itself has been, for she has furnished more than 60 per cent. of the entire Army, and one person in every seven and one-half of the entire population is in the service:

FORCES OF THE BRITISH EMPIRE, MARCH, 1918

	1 Total	2 Per Cent. of Forces	3 Per Cent. of Forces, Excluding India, Africa, etc.	4 Per Cent. of Population in Forces	5 Proportion of Population in Forces
England	4,530,000	60.4	69.5	13.3	1 in 7.5
Wales	280,000	3.7	4.3	9.8	1 in 10.2
Scotland	620,000	8.3	9.6	13.0	1 in 7.5
Ireland	170,000	2.3	2.7	3.8	1 in 26.3
Contingents from overseas	900,000	12.0	13.9	6.7	1 in 15
India, Africa, and other Dependen- cies, Native Fighting Troops, Labor Corps, etc.	1,000,000	13.3			
	7,500,000	100	100		

Complete details of the killed, wounded, and missing are not available, but in the year 1917, we are told, the casualties amounted to 800,000. The pamphlet continues:

“Our casualties in 1917 are believed to exceed the French casualties in that year by 500,000. Our heavy losses in 1917 are due mainly to the heavy fighting in Flanders, during which we had 27,000 men killed in one month. From the beginning of

the war up to the middle of October, 1915, i.e., about fourteen months, we lost in killed alone 6,660 officers and 95,000 men."

Such details as are given of the great German offensives of this year are most significant. We are told:

"The figures for the great battles which began on March 21, 1918, are not yet available, but the total of British officer casualties published in April alone exceeds 10,000.

"The magnitude of the struggle as compared with previous battles may be judged from the following figures:

"In the battle of Verdun the Germans employed 20½ divisions between February 21 and March 22, 1916.

"In the great German attack of 1918 they used 127 divisions between March 21 and April 17, and 102 of these 127 divisions concentrated their attacks on the British."

Turning to the Navy, we find that on August 4, 1914, the British Navy had a personnel of 145,000 officers and men:

"In 1917 the number of the personnel stood at 430,000. This does not include those in the Mercantile Marine nor in the Auxiliary Fleet of patrol vessels, mine-sweepers, etc. These last are at least 50,000 in number, about 10,000 of whom have



"THE NEW LIFE"—A WELSH VIEW OF BRITAIN'S PART IN THE WAR.

—Western Mail (Cardiff).

given their lives to their country. . . . In 1914 mine-sweepers numbered 12, they now number 3,300."

The figures, too, for the transport work of the British Navy are impressive:

"Since war broke out the Navy has been instrumental in transporting to the British Armies and to those of our Allies:

"Thirteen million men (of whom only 2,700 have been lost by enemy action).

"Two million horses and mules.

"Five hundred thousand vehicles.

"Twenty-five million tons of explosives and supplies.

"Fifty-one million tons of oil and fuel.

"In addition, 130,000,000 tons of food and other materials have been moved in British ships.

"This great task has not been achieved without a naval expansion unparalleled in Britain or any other country. Its accomplishment is the finest possible proof of the supremacy of the British Navy, and of its inestimable value to the cause.

"The British Navy has driven the surface war-ships of the Central Powers into harbor, and kept them there. Early in the war it destroyed von Spee's squadron at the Falkland Islands and rounded up raiders. At the moment only one enemy surface vessel that managed to break out is unaccounted for.

"The 140,000 square nautical miles of the North Sea, an area larger than Germany, are patrolled incessantly, in all weathers.

"In one month British war-ships proper traveled 1,000,000 sea-miles in home waters alone. In the same period the mileage of auxiliary vessels, including mine-sweepers and patrol-boats, was 6,000,000—250 times the circuit of the globe. These figures hardly bear out the German statements that the British Navy lies idle in harbor behind its defenses.

"In regard to the naval blockade it may be noted that, whereas in 1915, 256 out of 1,400 ships eluded the patrol squadrons, at the end of 1916 only 60 out of 3,000 escaped being intercepted. In one month of 1917 not a single vessel trading with neutral countries crossed the North Atlantic and Arctic Oceans without being held up and examined."

AMERICANS CONVERT FRENCH SOCIALISTS

THE UNQUALIFIED REFUSAL of the American Labor delegation, on their recent visit to Europe, to take part in any international parley with the Germans has led to a split in the French Socialist party, a large proportion of which has come round to the American view of looking at things. Reporting this event, a cable dispatch runs:

"It will be remembered that on the occasion of the recent visit to Paris of American labor representatives an effort was made by a large section of the French Socialists to induce the Americans to agree to a proposal for an international congress at which they could meet the Kaiser's Socialists. The American delegates flatly declined to accept the proposal in any form until Prussian militarism had been crushed.

"There was temporary dismay in the French Socialist camp, where internationalism has been more a fetish than perhaps anywhere else in Europe. Then one section of the party announced its entire agreement with the Americans, and a few days later forty-one of them signed an address to Hjalmar Branting,

the leader of the Swedish Socialists, in which they placed on record, with a view to his approaching visit to England, their disagreement with any proposal for the revival of internationalism so far as Germany was concerned."

Had the German Socialists remained true to the idea of the Internationale this might not have happened, says the London *Morning Post*, which goes on to say that the whole of the Majority Socialists in Germany have become converts to Pan-Germanism:

"Whether or not the hour of the triumph of Germany is approaching, the Germans believe it to be drawing nigh, and the prospect has so intoxicated the Majority Socialists that they have dropt the domino of universal brotherhood and emerge as Pan-Germans undisguised. . . .

"The rulers of Germany, did they obtain victory over the Allies, would straightway turn their guns upon the Socialists at home. The Majority Socialists, well aware of the prospect, make haste to agree with their adversaries beforehand. Should the anticipated victory occur they will shout with the Pan-Germans and dip unclean hands in the spoils. Should defeat be the portion of the German armies (but that the Socialists declare to be merely impossible) they will instantly revert to international brotherhood, and down with the Pan-Germans. At the same time, they will fawn upon the Socialists among the Allies, and so make the best of both worlds.

"These are the people with whom we are exhorted by the pacifists to make friends."

The forty-one Deputies—who are now known as the Socialists of the Right—made known their decision, as noted above, in the form of a memorandum address to Hjalmar Branting, the leader of the Swedish Socialists. It was in effect a reply to his article in his Stockholm *Social Demokraten* calling for a new Socialist Stockholm conference. The French Deputies thus express themselves, according to the report in the Paris *Humanité*:

"For a long time we have read very clear declarations of



British official photograph. Copyrighted by Underwood & Underwood, New York.

THE AMERICAN LABOR DELEGATES IN SCOTLAND.

Mr. Wilson, one of the American delegation, preaching the doctrine of "no truce with the Hun" to the Clyde ship-builders. The same delegation converted the French Socialists, who—with them—have refused to meet German delegates to any international congress.

Imperialist tendencies on the part of individual German Socialists, but until now the party and its official organ have avoided very compromising declarations. The solidarity of the old German Social Democratic party with the Imperial Government has been dissembled under apparently democratic formulas, such as the equivocal Russian slogan of 'Peace without annexations or indemnities on the basis of the right of the peoples to dispose of themselves,' adopted with so much earnestness by the Reichstag group on April 19, 1917.

"To-day the mask has fallen. The old party disdains hypocrisy. Having pretended to protest against the peace of Brest-Litovsk, all the while accepting it, it now recognizes that it is the accomplice of a great Pan-German enterprise. We take note of this avowal. It is precious, because so many Socialists in neutral countries, and even in the Allied countries, can not make up their minds to recognize this treason of the German Social Democracy.

"If the old German Social Democratic party finishes by exhibiting publicly its latent Imperialism and by wishing to carry out that program by force, it acknowledges that it does not forget its support of the Imperial Government contained in the policy of August 4."

"From that date the party deserted Socialism and international solidarity. Prisoner of its crime, it could do nothing else than approve of the consequences. For this reason we can only meet the German Socialists to condemn them and exclude them from the Internationale."

The Socialists of the Right have gained the powerful support of Mr. Albert Thomas, formerly French Minister of Munitions, who says in an interview in the *Écho de Paris*:

"As long as the German Socialists do not reply to the memorandum of London, which sets forth the objects of the war as out-

lined by Wilson and Lloyd George, no conference with them will be possible. American Socialists, in agreement with the Federation of Labor, have agreed to support this memorandum. The Allied workers have such power when united that the Germans must give way."

Mr. Thomas announces that he will lead the new party, and that his object is to reconstitute in all its strength the Socialist party of 1915. He proceeds:

"What I wish is to define, with the help and collaboration of all, the new Socialist program and new Socialist theories which must necessarily conform to the new economic situation in view of all the circumstances set up by the war and the immense revolution the war has caused."

What provoked this action of the French Socialists was the conversion of the Berlin *Vorwärts*, the official organ of the Majority Socialists in Germany, to a policy of "victory by force." It is, however, alarmed at the impression that has been made in France and seeks to reexplain its position. It writes frankly:

"From the point of view of our enemies it is intelligible that they should prefer even a long war to a speedy German victory, but from the German point of view such an attitude would be quite incomprehensible. And so we do not withdraw anything whatsoever of what we have said before.

"The goal, which is peace, remains for us the main thing, and we abandon no means whatever of bringing about peace—except those means which would permit the war to end in a defeat for our own people."

Vorwärts advises the Entente Socialists not to blame the German Socialists, but their own generals, and it implores them to recognize German victory.



HIS LATEST.

THE KAISER—"This is sorry work for a Hohenzollern; still, necessity knows no traditions."
—Punch (London).

GERMAN ALARM AT THE NEW ZIONISM

NO LITTLE EXCITEMENT has been caused in Germany by the official announcement of the British Government that it is their intention to erect in Palestine a "national home" for the Jews. As a result all sorts of new societies have sprung up in Germany which profess a species of Zionism, but are in reality propagating camouflaged Pan-Germanism. One of these societies, the Pro-Palestina, recently formed in Berlin and composed mainly of Christians, is designed "to encourage the Jewish colonization of Palestine." It is blessed by Mr. Georg Gothein, a member of the Reichstag, who was much perturbed at the picture of the "future independent Jewish national state of Palestine," which he declares the English have set before the world in their own interests and not that of the Jews. He roundly states that it is to the interests of the Jews, "as also of the Germans, that England's plan should fail." Continuing his discussion in the *Berliner Tageblatt*, he tempts Turkey on the one hand by the lucrative possibilities of a rich Jewish colony, and on the other promises the Jews "cultural independence," whatever that may mean. At any rate, here is what he says:

"The English attempt to win the sympathies of the Jews in all lands must be foiled by the Germans. This will require an understanding with the Turkish authorities, who in the past have been thoroughly agreeable to German requests. Capital, colonies, and brains are necessary to increase the exports and improve Turkey's unfavorable trade and financial balance. All of them can be furnished by the Jews, and there ought to be every readiness to encourage Jewish settlements and to see in Palestine a national and culturally independent Jewish community. No doubt the work of colonization will take time and toil: but while Palestine is there for those whose religious zeal draws them toward it, the great mass of the Jews will, as before, remain in the lands where their cradle has stood. Therefore our aim must be to make the Jews real citizens of the state with equal rights and socially not inferior to people of other origin."

Another of the new societies recently founded in Germany is the Central Organization of German Citizens of the Jewish Persuasion, or, as it is colloquially known, the V. J. O. D., whose aims are "the securing the rights of the Jews in Europe and the East." It has been denounced by the Zionist organization in Austria, Switzerland, and Holland, who declare that it is a "German instrument to offset the favorable effect upon the Jewry of the world of the declaration in favor of Palestine on the part of Great Britain, France, and Italy." In support of their contention they adduce as proof a recent article in the Jewish review, *Nord und Süd*, from the pen of its president, Dr. E. Fuchs, who wrote:

"England does not care anything at all about the Jews, but is simply using them as a means to gain control of Palestine and to weaken Turkey. The question has arisen as to how to offset England's political stroke in such a way as not to injure Turkey and also to withdraw from English influence the Jews of neutral countries and the non-Zionists of England. The

Zionist papers of Germany have adopted a very straightforward and patriotic attitude toward the English bait. They have accepted the friendship of that country, but have curtly declared that as Jews they must remain neutral, and that the Turkish Jews must remain loyal Turkish citizens without participation in the struggle of the nations.

"We have been approached by a number of German national Jews who wish the Centralverein to issue a declaration against Zionism. This we have declined to do. We must oppose these extremists. Our Government has been able to support the Zionists without weakening Turkey. It could not leave to England the prestige of a monopoly of Jewish friendship. Jewish colonization in Palestine can be made to strengthen Turkey and create for her great economic power. It would not injure Turkey at all if the Jewish colonists received cultural autonomy instead of political independence, thus giving the color of a Jewish state while at the same time remaining loyal citizens of the Turkish Empire."

While this program may satisfy the Jewish inhabitants of Germany, it does not appear to meet the approval of their coreligionists in Austria, for we find the Vienna *Morgen Zeitung* saying:

"The program of the Central Organization can not arouse enthusiasm among the Jewish masses. Its demand of 'actual' equal rights may succeed on paper but it will have no real value."

BELGIAN JUDGES STRIKE

—A curious picture of the passive resistance of the Belgian magistrates is given by *The Westminster Gazette*, which tells us that the Germans can find "no honorable man" who will administer justice for them:

"Last February all the Belgian magistrates went on strike as a protest against the deportation of the President of the Court of Appeal. The administration of the law thus became paralyzed, but the Germans did not dare to replace the magistrates by their 'Activist' friends, as among the latter were only a few men of the necessary education and standing. In other directions the German attempt to place 'Activists' in positions of importance has failed, and over thirty of them have been dismissed from the Ministry of Justice.

"By a recent decree the German Governor-General, von Falkenhause, has instituted a German court for both civil and military affairs. As a result of the new regulations, even in Flanders, German and not Flemish has become the official language, and only German judges administer justice. This arbitrary measure, altho quite unjustified by international law, is regarded by the Belgian people as a striking admission by the German authorities that they are unable to find in Flanders any honorable man willing to assume the post of magistrate in the present circumstances.

"As a matter of fact, the authorities are greatly embarrassed by the resistance of the Belgian Courts, and the German magistrates will only deal with those cases in which Germans or some of their allies figure as applicants or defendants. Their number is still restricted by Article 12 of the German decree, which provides that 'Prosecutions against soldiers of the German or allied armies are not admitted. Officials serving the German authorities in Flanders and Wallonia are in this case considered as German soldiers.'

"This article has no doubt been added to protect the few traitors who have accepted employment under the enemy, and thus 'Activists' are placed above the law, altho their masters do not consider them fit to administer it."



THE BELGIAN "MENACE."

KAISER—"If I grant you my gracious pardon, will you promise not to terrorize me again?"
 ("Belgium would be required to give a guaranty that any such menace as that which threatened Germany in 1914 would in future be excluded.")—German Foreign Secretary to Papal Nuncio at Munich.]

—Punch (London).

SCIENCE - AND - INVENTION

A BARRED ZONE FOR FACTORIES

NO NEW FACTORY may be established, until further notice, within the territory east of the heavy black line on the accompanying map. This "barred industrial zone," which has also been dubbed a "red-flag zone," has been created by the joint edict of the War Industries Board and the Fuel and Railroad administrations. The restricted area, which comprises the New England States, eastern and southern New York, eastern Pennsylvania, New Jersey, Delaware, and eastern Maryland, exclusive of Baltimore, will be barred because it is already so congested with steel-works, munition-plants, factories of all kinds, and shipyards that it is practically impossible to secure adequate supplies of labor, coal, and satisfactory transportation facilities for existing concerns. This congestion has been increasing for the past six months and the only remedy is believed to be the drastic step just taken. Says the Washington correspondent of *The Iron Age* (New York, June 20):

"For several weeks the War Industries Board, at the suggestion of the Fuel Administrator, has had the establishment of a barred industrial zone under consideration, but has hesitated to promulgate a restrictive order until after an exhaustive investigation could be made of the probable effect of prohibiting the establishment of additional plants in so large and important an area as was proposed.

With a view to obtaining expert opinion on the subject, the project was reduced to a brief memorandum, and, together with a sketch map, was submitted about a fortnight ago to the State fuel administrators in the region affected and to a few manufacturers operating typical plants which might require enlargement to meet the demands of the Government. As the result of the wide circulation given to this memorandum a brief statement of the Government's plan found its way into the press and was promptly followed by a deluge of letters of inquiry and protest, as the result of which it was deemed advisable to issue the order without further delay.

"While it is intended that the restrictions embodied in the new ruling shall be carefully observed, a large measure of discretion will be exercised by the War Industries Board in considering applications for extensions of existing plants and in very meritorious cases for the establishment of new plants. The Fuel Administrator has expressed the opinion that it is absolutely impossible to distribute more coal to the 'red-flag' district than is absolutely required to operate plants already established therein, and this opinion is based both on coal-production and railroad facilities for its distribution. At the same time it is appreciated that there are some plants in the district which are making articles the production of which must be increased as a war-necessity, and that it is not practicable to secure such increase except by enlarging the existing plants. To establish additional plants outside the restricted area would be uneconomical

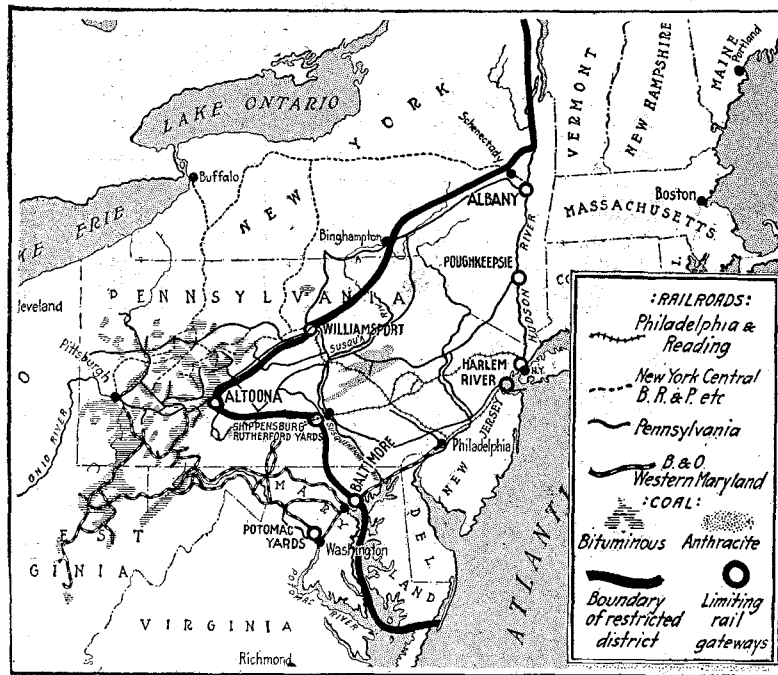
and in certain cases impracticable, if not impossible. Engineering difficulties, impossibility of securing experienced labor, and the impracticability of establishing a divided supervision stand in the way of increasing production in such cases by locating new plants outside the restricted zone.

"The shipyards embraced within the barred district are understood to be exempted from restrictions and more or less enlargement of their capacity will be permitted, altho Director-General Schwab, of the Emergency Fleet Corporation, is on record as opposing any very great enlargement of Atlantic seaboard yards by the construction of additional shipways. Southern yards, and especially those of the Gulf coast, will be encouraged to increase their capacity. In the case of all of the shipyards, however, the requirements as to coal, steel, and other materials have been granted the highest priority, and if there is any shortage of fuel or materials in the new 'red-flag' district the shipyards will not be the establishments to suffer."

After much consideration it was decided to include Schenectady, N. Y., and Altoona, Pa., in the barred district and the boundary runs just west of those cities. Baltimore was finally left out because of its good supply of labor and its desirable factory sites. Says the writer, in conclusion:

"From the standpoint of the iron and steel industry the new zone is of much importance. While it does not include the Pittsburg district, it does embrace the Bethlehem and Midvale plants, the steel-works and shipyards at Sparrows Point, and all the manufacturing establishments in Delaware and New Jersey. No part of the district has it been more necessary to safeguard than Connecticut, with its hundreds of large and small factories, which have absorbed not only all the neighborhood labor, but large importations of foreigners. The coal-supply question has been of special importance in New England because of the severe winters, the difficulty of distributing coal even under normal conditions, and the fact that a large proportion of the shipping facilities heretofore relied upon for the distribution of coal have been commandeered by the Navy Department and the Shipping Board.

"The creation of the restricted district as above provided will have a powerful influence in developing the importance of the Atlantic ports south of Baltimore. Ever since the coal crisis arose last February the Railroad and Fuel administrations have used every available device to divert traffic from the north Atlantic ports to Newport News and other Southern harbors. The Shipping Board is now cooperating in this movement and a considerable percentage of Government freight destined for France will be routed via those ports and conveyed abroad by transports and chartered vessels. It is probable that there will be a very great increase in the near future in the regular sailings from south Atlantic ports as the result of the establishment of the barred industrial zone."

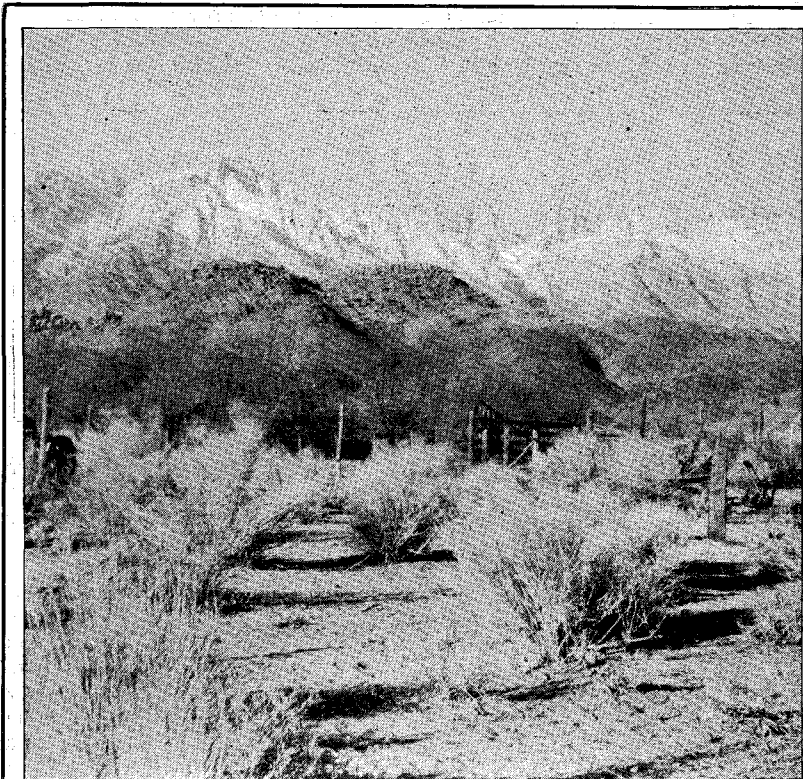


THE "RED-FLAG ZONE."

Where no new factories may be established until further notice, "because it is already so congested with steel-works, munition-plants, factories of all kinds, and shipyards that it is practically impossible to secure adequate supplies of labor, coal, and satisfactory transportation facilities for existing concerns."

CAN WE GROW OUR OWN RUBBER?

THE AMERICAN RUBBER TRADE has been more or less seriously threatened ever since the beginning of the Great War in 1914. Of the raw materials necessary for war-work none is more vital than india-rubber. It is, therefore, interesting to know that there are shrubs, now growing wild in California, that contain workable quantities of it, and that by the cultivation of these it is possible that we may be able to grow our own rubber in the United States. How this may come about is told by the editor of *The India-Rubber World* (New York, June 1) in the pages of his paper. The beginning of this interesting investigation, he tells us, was when California created a Council of Defense, the head of which was the Governor of the State. Under him were committees to collect information



Courtesy of "The India-Rubber World," New York.

A NEW SOURCE OF RUBBER.

The *Chrysothamnus*, or "giant rubber brush," as it grows in the Sierras.

on all subjects relative to war-supplies. In certain of the scientific sections were eminent botanists, and to two of them, Profs. Harvey Monroe Hall and Thomas Harper Goodspeed, was given the task of reporting in full upon the rubber-bearing shrubs that grow in the Sierras. He goes on:

"Not only was the work new, but so were the plants, except as they had been noted botanically. Indeed, after a season of hard work, of segregation, of analysis, the two experts gave only the generic names and refused to deal in species. In the meantime, with samples of rubber, chewed out of the bark by Indian squaws, with hundreds of prest specimens in the herbarium, and with root sections and bark sections by the hundred-weight, this season's survey is about to begin. It will consist of visits to the places where the plants are found in the greatest abundance, the examination of quadrats planted with seeds and cuttings last year, and an estimate of the territory covered by these plants. These are to be followed by estimates as to the number of plants, the rubber contained in them, and their accessibility. What this will lead to commercially the experts do not even attempt to predict. They know that there are plants containing 2, 3, 7, and 10 per cent. of rubber, and this means millions of pounds. Working for the Council of Defense, they plan to be thoroughly informed concerning this source of rubber. Then, were the United States for any reason cut off from its supplies of crude rubber, this source could be utilized promptly.

"The *Chrysothamnus*, the giant rabbit brush, grows six or more feet in height, is a perennial, and a mass of golden blossoms in flowering time, while one species possesses a most agreeable aromatic odor. This type contains 6 to 7 per cent. of rubber and can probably be propagated from cuttings. The rubber from it seems to be a little better than that from guayule. The *Ericameria*, the 'dwarf rabbit brush,' is very small and grows sparsely in rocky places. Its rubber content is 10 per cent., but the product is very short and very resinous.

"It must be remembered that there are probably hundreds of species, and the botanists have not only the task of classifying them, but of recording the differences in the rubber content, the effect of temperature, rainfall, and location, and of the identification of such as can be made commercially valuable.

"Altho such is not the main purpose of the investigation, it will unfailingly bring up the subject of utilizing the great waste lands of the Sierras in the cultivation of these rubber-producers. As they are found from 1,000 up to 7,000 feet altitude, and as the lands are so available and cheap, and furthermore as the plant needs no irrigation and is easily propagated by cuttings or by seeds, the attempt is sure to be made. It is only fair to state, however, that such attempts should be undertaken only after the most thorough investigation and under the watchful care of those perfectly familiar with the shrub. There is also the possibility that it might be profitable to erect extraction plants and get the rubber out in quantity. Then again it might not be. Certain it is, however, that the rubber is there and in an extremity would be very valuable."

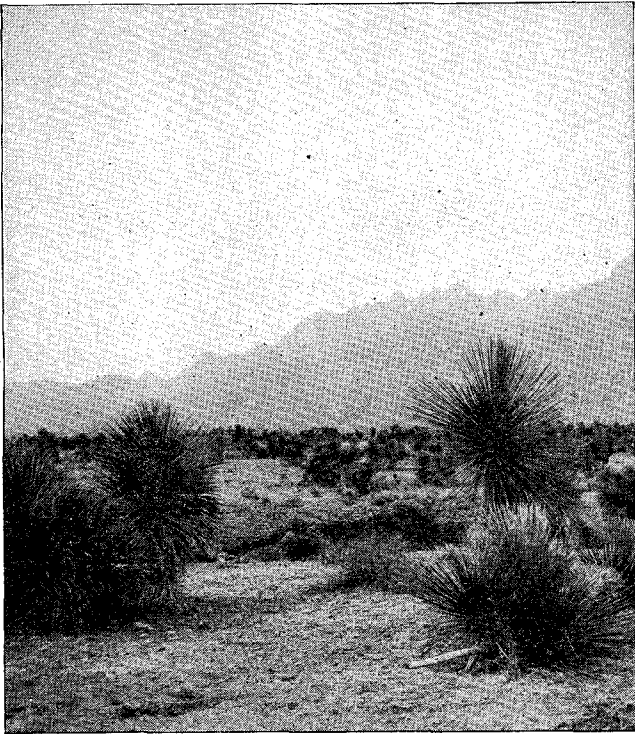
LETTING NATURE HEAL THE WOUNDS

EVEN IN ANCIENT TIMES medical men insisted on the "healing power of nature"; the trouble was that they did not understand the invisible enemies that nature has to fight, and how effectively man can aid in fighting them. All we have to do is to keep the germs at bay and nature will heal any wound unless it is mortal. How this simple philosophy is translated into action on the battle-fields of Europe, and how the processes and measurements of mathematics are now called in to aid, are explained and illustrated by Robert G. Skerrett, in an article on "Surgery by Mathematical Formula," contributed to *The Scientific American* (New York, June 15). Mr. Skerrett reminds us at the outset that nature has given us in our cuticle a natural defense against germs. Every break in the skin is a breach through which

bacteria may penetrate our physical stronghold. We have become immunized in large measure to many microorganisms. But "over there," the bacilli that lurk upon the battle-ground are those of tetanus, gas-gangrene, and certain putrefactive organisms. They are there in noxious abundance simply because of the character of the fertilizers that have been used on the fields. No wonder, then, that infected wounds greatly predominate. To quote and condense:

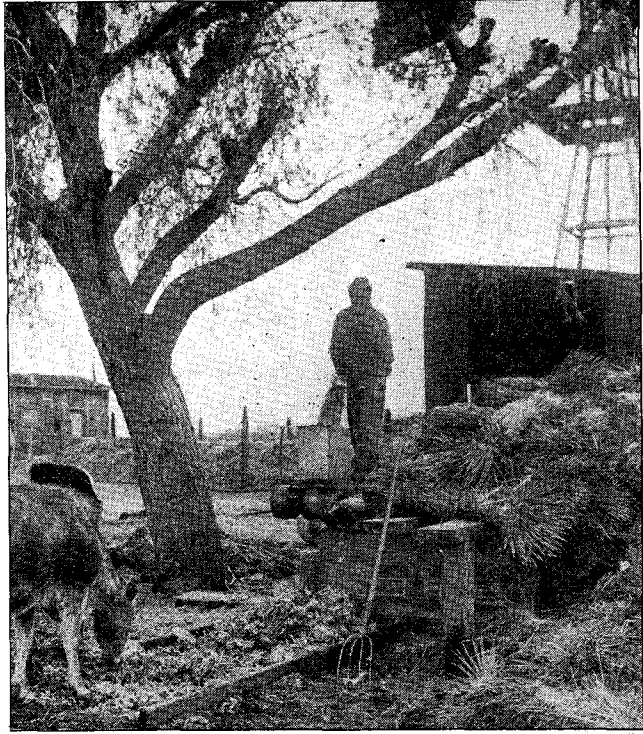
"Accordingly, if he be stricken in the trenches or thereabouts, it is next to impossible to safeguard the soldier by precautionary measures against the inoculation of one or more types of these bacilli. The best that can be done to help him is to neutralize the action of the microorganisms and, accepting their presence, to destroy them before they can gain the upper hand against the natural resistance of the body and the cooperative labors of the surgeon. This is just exactly what Dr. Alexis Carrel, of the Rockefeller Institute of Medical Research, initiated quite three years ago just back of the Western Front in France.

"Out of the months of patient, painstaking, and exact researches carried out by him and his associates was evolved what is generally known as the Carrel-Dakin treatment for infected wounds. The thing sought was a germicide that would be equally fatal to all microorganisms carried into a wound, and yet which would be so mild in its operation that it would not irritate the raw surfaces of the injury. This was a pretty large order,



Illustrations from the United States Department of Agriculture, Washington, D.C.

CATTLE WOULD STARVE AMONG THESE VEGETABLE PORCUPINES.



BUT HERE THEY ARE EATING THE SAME PLANT.

A NEW CATTLE-FOOD FOUND IN THE DESERT: THE "SPANISH BAYONET."

and it is not surprising that more than two hundred sterilizing fluids were tested before hypochlorite of soda was chosen.

"The hypochlorite solution, while benign in its action toward the wound surfaces, nevertheless is destructive to microorganisms and able to dissolve and to detach dead tissues—thus removing mechanically the breeding-places and retreats of the bacilli. When the damaged area has been satisfactorily cleansed by means of the hypochlorite, the healthy granular surfaces can be brought together and healing accomplished without further complications.

"The bacteriological condition of the injury must be established by a microscopic examination made every two days. When the microscope discloses but one germ in five or ten fields it is safe to close the wound without fear of reinfection."

But the surfaces of the wound may give microscopic evidence of sterility, and yet the injury be, in fact, infected. How, then, does Dr. Carrel guard against overhaste in closing? Here mathematics comes into play. This surgeon-scientist discovered a decade ago that a wound's rate of healing in a healthy person is determined primarily by its initial area, and a formula was evolved which gives an algebraic value applicable to the average patient with an uninfected hurt. The day of ultimate closure may thus be foretold and the daily rate of healing or repair determined. From the area of the injury at the time of first observation is derived a so-called "control curve" by which the subsequent repairing of the wound is checked up. We read further:

"Every four days the area of the wound is remeasured. This is done by making a tracing with India ink upon a sheet of thin sterilized celluloid which is laid upon the hurt. The contour thus established is transferred to paper and the area ascertained by means of a planimeter. The figure obtained is plotted, and if the rate of healing as thus revealed is found to vary in a marked degree from that of the control curve, the lag is a sure sign that the injury is infected. If this infection is not upon the visible surface of the hurt the surgeon must explore for it. The seat of trouble will then be found in some recess or by-path of the wound which has escaped notice and been beyond the reach of the liquid germicide. The bacteriological chart and the repair graph must, therefore, agree in their general index of progress, and the surgeon has by these means a check and a counter-check upon the healing processes.

"While originally conceived to aid only the battle-stricken,

the Carrel-Dakin treatment is rapidly proving its value in both civil and industrial surgery. A number of our biggest manufacturing concerns have adopted the treatment for the injured at their works, and the results are certainly a revelation. As the physician at one of these large plants has reported: 'All wounds occurring in this plant are considered infected wounds at the very beginning, and are treated as such. . . . Many wounds which come to us infected clear up most marvelously, and new injuries treated early with the solution heal by first intention.'

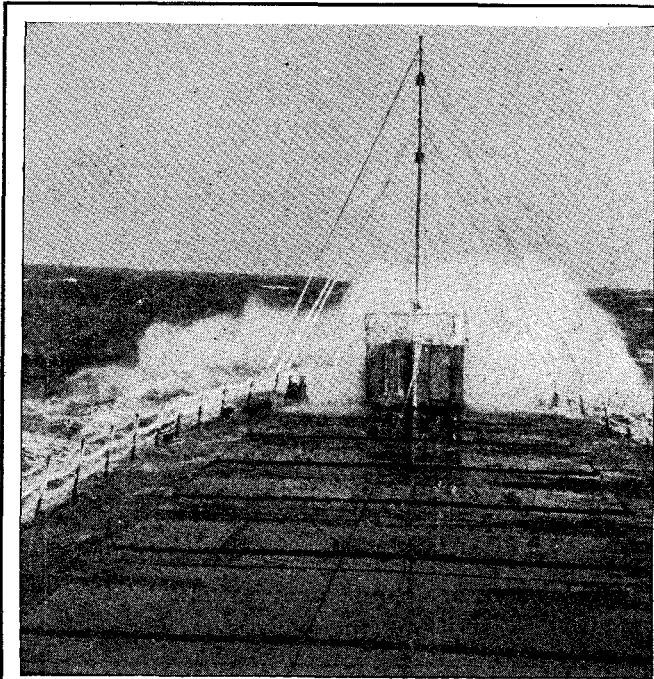
"In civil surgery, the Carrel-Dakin treatment of infected wounds has been of marked success in a wide range of maladies—such as appendicitis, peritonitis, mastoiditis, puerperal fever, etc., and its application is daily widening. Thus insidious microorganisms are being dealt with effectually, the work of the knife is being reduced accordingly, and the patient is returned to health and strength with a minimum of mutilation. Not only that, but an aftermath of reinfection is effectually prevented and recovery achieved in a remarkably short while. Such is one blessing born of the war."

"SPANISH BAYONET" AS CATTLE-FOOD—Cattle have starved to death, we are told, with food in plenty all around them. The food was the *yucca*, or "Spanish bayonet," whose advantages are set forth by R. E. Hardaway, a civil engineer of Deming, N. M., in *The Manufacturer's Record* (Baltimore, May 30). Replanting, he says, is unnecessary, when this plant is used for fodder. He writes:

"When the top is cut down to the ground the large stump and roots remain very much alive and send up new stalks much quicker and larger than could come from seed. Hence replanting is unnecessary and the field would continue most profitable from the first planting. Some of my volunteer plants here have over 12 feet height of trunks, 6 to 12 inches in diameter, with flower stems over 12 feet high, giving over 25 feet total height, with stumps 14 inches in diameter two to five limbs above stump; total weight over 800 pounds. The stalk is very juicy, specific gravity 1, a little over 60 pounds per cubic foot. It is true that thousands of cattle have starved with these plants growing in profusion around them, the plants holding good palatable food in and under their strong daggers capable of saving their lives and adding flesh to their bones. Now machines made in Deming and El Paso cut and crush ten to thirty tons per day into suitable nutritious food, easily eaten by the cattle. Later on we may press the juice out and use that and the fiber separately."

A SEA-GOING CANAL-BOAT

ONE MAY SHORTLY TRAVEL BY WATER from Duluth to New Orleans without changing boats. This has already been possible for years by boats short enough to use the locks of the Welland Canal; but the new barge canal built by the State of New York from Lake Erie to



DRIVING INTO A HEAVY SEA.

"She was caught in a recent very heavy northeasterly gale off the Long Island coast, and when other ships within sight were making heavy weather of it, this vessel was remarkably steady, the seas making a clean sweep across her deck and little water remaining aboard."

the Hudson will enable it to be accomplished without the long detour down the St. Lawrence. A vessel adapted both to the canal and the ocean part of this trip has just been designed and built by Captain McDougal, of Duluth, the originator of the "whaleback." The economic advantages of ability to ship a cargo directly from Lake to Atlantic ports, or across the ocean to Europe, need no elaboration. The locks of the new canal are 320 by 45 feet, and the newly designed freighter must, of course, be slightly smaller than this. As a matter of fact, the *R. L. Barnes*, as she is called, is 258½ by 43 feet, and measures 24 feet from keel to top deck. Says a contributor to *The Scientific American* (New York, June 22):

"In the design of the vessel it was sought to secure three principal results: First, a ship of maximum cargo-carrying capacity on moderate dimensions; secondly, a vessel which could utilize standard steel shapes in its construction, and that would require a minimum amount of shop-work at the shipyard; and thirdly, so to construct the upper works, smokestacks, masts, etc., that these could quickly be removed and placed in the hold, and the vessel, as thus stripped, be capable of clearing the bridges and overhead structures of the State Barge Canal.

"The most striking and novel feature about the *R. L. Barnes* is the strictly rectangular cross-section of the ship and the absence of any fairing away of the lines toward the bow and stern, which are strictly wedge-shaped. The flat floor extends from stem to stern, and the cross-sections of the vessel, even at a few feet from the stem, show an absolutely rectangular form, with parallel sides.

"The builder claims that this type of construction is not only very cheap and conducive to rapid erection, but that it gives a maximum amount of cargo capacity, and also provides a vessel that is unusually seaworthy.

"It will be noted that the *R. L. Barnes* has no bilge-keels, the effect of these being secured by the square bilges. Furthermore, the deck, which is slightly crowned, is perfectly straight from stem to stern, and there are no bulwarks.

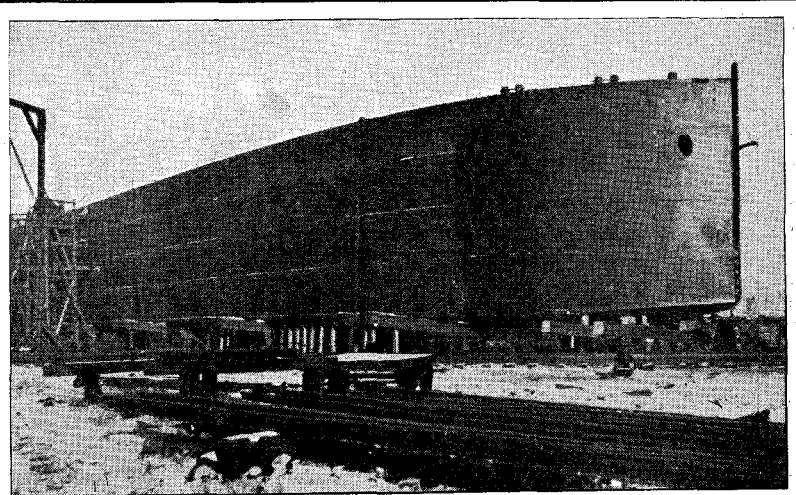
"The designer, who is an old steamship captain with long experience on the Lakes, in speaking of seaworthiness said: 'I have had opportunity to study the behavior of very large flat-bottomed, flat-decked, square-shaped dumping mud-scows, while they were being towed in rough weather. When the towing-steamship is pitching and rolling heavily, the mud-scow, which is loaded to within a few inches of its flat deck, is not rolling and pitching, and it is astonishing how very little water comes aboard.' The original idea of the whaleback was based upon these observations and led to the construction of the *R. L. Barnes* and her type.

"With a view to reducing the depth of the ship to facilitate its passing under bridges on the canal, the depth of the double bottom is kept as low as practicable and longitudinal strength is assured by the provision of a central longitudinal bulwark. . . .

"The captain of the ship assures us that her seagoing qualities are most excellent. She was caught in a recent very heavy northeasterly gale off the Long Island coast, and when other ships within sight were making heavy weather of it this vessel was remarkably steady, the seas making a clean sweep across her deck and little water remaining aboard. The deck-houses forward and aft are built in bolted-up sections and are heavily bolted to framing that forms part of the deck-structure. Here, of course, is a structural feature to which particular attention should be paid to insure that these connections are sufficiently heavy to stand up against the full impact of Atlantic seas. . . .

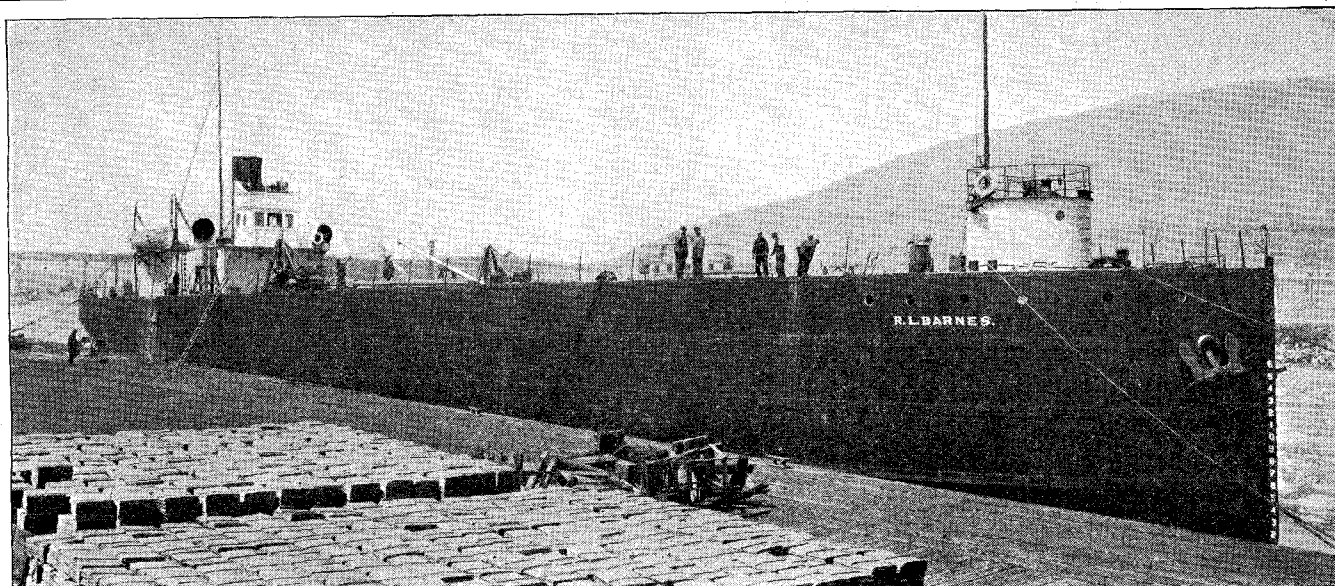
"As showing the cheapness and simplicity of construction, Mr. McDougal writes us that the *R. L. Barnes* was built without the use of bending rolls or furnace. The only furnace was a fire in a blacksmith-shop to heat a few plates for the stern of the ship. The erection was done by a couple of electric derricks which hoisted the frames and plates into place. After the ship was built, the two traveling derricks, which are mounted on wheels, were hoisted on board and are now utilized for loading and unloading the ship. Their width is such that they travel down each side of the ship on the space between the ends of the hatch covers and the outside railing of the ship. As they move from hatch to hatch they are made fast to heavy eyebolts in the deck. The current is furnished to them through cables leading from a generator in the engine-room.

"The *R. L. Barnes* is an example of utility carried to the utmost limit; and one misses, of course, the graceful sheer and the faired-out lines of the standard type of ship; but after all, this vessel is merely the logical and ultimate development of the typical Great Lakes freighter with its moderate sheer, its long line of hatches, and its deck-houses concentrated at the



NOTE THE WEDGE-SHAPED BOW AND FLAT BOTTOM.

extreme ends of the ship. In this age of insistent demand for ships, the *R. L. Barnes* certainly offers attractive features in her cheap first cost, great rapidity of erection, and large cargo-carrying capacity. She probably will find it easier to breast the gales of the Great Lakes and the Atlantic than to make headway against the currents of incredulity and the heavy seas of human conservatism and hostility to the thing that is novel."



Illustrations by courtesy of "The Scientific American," New York.

CHEAP AND RAPID TO BUILD, VERY SEAWORTHY, AND OF MAXIMUM CAPACITY: THE "SEA-GOING CANAL-BOAT."

DEMAND FOR SMALL ELECTRIC DEVICES

ALMOST ANY SMALL, low-priced application of the electric motor will "go" nowadays, and there has been a very large development of small motors for use with devices and appliances of this kind. An editorial writer of *The Electrical World* (New York, May 25), without attempting to give an exhaustive catalog, mentions the fan, the hair-drier, the vacuum-cleaner, the washing-machine, the ironer, and the floor-polisher—typical of home labor-saving appliances; the adding- and calculating-machine, the ventilating fan, and the duplicating-machine—samples of office and business devices; the coffee-mill, the cash-carrier, window-display racks, and intermittent signs—contrivances sold in increasing numbers in stores, and the industrial and specialized applications of small motors for tools in factories, which are as varied as industry itself. He goes on:

"The universal motor, the motor that operates on both alternating and direct current, has been developed for these uses. But the field of application is barely scratched because these applications, with perhaps the exception of the fan, are relative luxuries to the average buyer.

"The proportionate numbers of buyers for any commodity may be represented as a pyramid. At the apex are the few wealthy buyers to whom price makes relatively small difference in purchases. At the base are the utility buyers, who have to match pennies with their wants of food, shelter, and clothing. In between these extremes is a great middle class tapering in income toward the very rich at the top of the pyramid and toward the very poor at the base. The bulk of the merchandise that makes any pretense of having convenience as well as utility value is sold to this middle-class group. Very few electrical contrivances are priced in this field, for two reasons—first, because the first market has been in the relative luxury class; secondly, because the small volume of sales has made costs high.

"All this is background for the small-motor designer. In our industry electrical design is linked very closely with merchandising demand, because electrical design gets at the root of costs, costs have definite relation to price, and price has a definite relation to sales volume. So we complete the circle and get back to design. We need to-day, and will need increasingly, good small motors that can be built and sold more cheaply, not because costs are too high for present markets, but because if we are to get down into the bulk utility markets we must have five-dollar, ten-dollar, and fifteen-dollar motor-driven appliances. In many of these devices the motor is 50 per cent. or more of the assembled factory cost. Our small-motor designers have done some remarkable things. There are certain irreducible relations between copper and iron to get output. There are definite limits of efficiency. But our designers have the problem of scaling efficiency and cost in such proportions that,

given quantity production, a good small motor can be produced which will put the small power appliances in the great middle-class buying group."

NO MORE DEAD LOCOMOTIVES

THE POLICY OF HAULING, as inert freight, motor-vehicles that are perfectly capable of traveling under their own power is beginning to be recognized as a wasteful one under all circumstances. Automobile manufacturers used to ship their goods away on freight-cars. Now they are very largely driven from the factories by their own motors. Many makers have special "drive-away days," when fleets of cars leave for their sales destination. This same principle, with an even greater economy, is now to be applied to locomotives, we are told by a writer in *The Railway Review* (Chicago, June 22). "Drive away your own locomotive" is to be the motto of the Railroad Administration, and the costly and expensive method of hauling heavy new motive power in trains several hundred miles is going to be stopt. At least we are assured that plans to that effect are being worked out and will doubtless be approved by the Director-General, thus putting into operation the same saving that is enjoyed by the automobile industry. We read:

"Not only have new locomotives heretofore cost real money to haul over hundreds and thousands of miles of track, but they have cluttered up lines and tied up traffic in addition to being a total traffic loss. Every time a locomotive comes from the builders under the present method it is a traffic and operating liability. It is proposed to turn this into an asset. With the system of inspection, where all inspections are made at the factory and where locomotives once ready for the road need no further inspection, it will be comparatively simple to make the new locomotives work their way from the factory to their home road—doing their bit in either passenger- or freight-service as may be best justified and getting thoroughly broken in while *en route* to the owner road.

"Inspectors representing the Railroad Administration will accompany the locomotives on the trial trips thus arranged, and the result will be a mass of data of great value to the locomotive section of the Railroad Administration and to the builders as well. It is proposed to use division crews on regular runs with these new locomotives, so that there will be no time lost using strange drivers to get these new engines through. It is proposed to make complete charts of the different division runs with the names of the crews, and bonuses will probably be ordered to the crews which make the best showing for mileage, coal-consumption, schedule maintenance, and condition of locomotive when turned in at the end of the run."

LETTERS - AND - ART

DO CRITICS KNOW ANYTHING OF ACTING?

DRAMATIC CRITICS rarely touch the subject of acting in their account of the doings of the stage; the play is fully set forth and the player cavalierly passed by. One critic now tells us that they know nothing about acting, while respecting the play they feel themselves on safer grounds. Mr. Clayton Hamilton thinks dramatic critics "can tell a good play from a bad play and can explain to the public the reason why one play is worthy of consideration and another worthy only of contempt." This he says in the face of Bernard Shaw, who is quite plain on the particular point. In "Fanny's First Play" he brings on the critic himself dressed in the braided coat of the Academy and makes him declare his fundamental faith: "Tell me who wrote the play and I'll tell you whether it's a good play or not. If it's by a good author, it's a good play." But Mr. Hamilton is as sure of his contention that critics can tell a good play as he is of the following: "When it comes to criticizing actors they [the critics] can merely state that they liked one performer and did not like another, and can not—in either case—explain the reason why." Saying this, he brings about his ears the cudgels of another critic—Mr. Walter Prichard Eaton—who objects to Mr. Hamilton's categorical finality of statement," which he calls so "characteristic of Morningside Heights"—meaning Columbia University. The controversy goes on in *The Theater Magazine*, where Mr. Eaton quotes from Mr. Hamilton's introduction to Mr. Louis Calvert's book on "Problems of the Actor." Says Mr. Hamilton:

"In my entire association with the theater—which stretches back over a period of fifteen years—I have never met a man, however cultured, whose opinions on the art of acting were of any value unless he was himself an actor, a stage-director, or a playwright; and, from conversations with my elders, I have gathered evidence of only two laymen in the English-speaking world whose appreciation of this art could be regarded as authoritative. One of these was George Henry Lewes, whose treatise, 'On Actors and the Art of Acting'—originally published in the early eighteen-seventies—is still accepted as a standard work, because no subsequent dramatic critic has been able to transcend and supersede it. The other was Prof. Fleeming Jenkin, the friend and teacher of Robert Louis Stevenson at the University of Edinburgh; but Jenkin was noted as an amateur actor, and, perhaps on this account, can not rightly be regarded as a non-practitioner."

Only an actor could expound the laws of acting, he maintains, a layman never; while "the laws of musical composition, architecture, painting, sculpture, play-writing, poetry have been expounded by the layman." And so it would seem that only an actor has any business criticizing acting. People who accept the apparent plausibility of this, Mr. Eaton objects, "will give up the effort to understand the art of acting and the lower the art will sink." The first confusion is in lumping so many arts. Mr. Eaton discriminates:

"The art of acting, in common with the art of musical reproduction (tho to a greater extent), does not depend on any fixed 'laws' for its effect; it depends almost exclusively on the human personality of the actor, on the mood of the moment. Once painted, the picture is done; once written, the poem is frozen; once erected in stone or steel, the architect's building is forever a monument (or an accusation). But no actor lives who can give exactly the same performance two nights running, and no two actors live who can give the same performance of the same part. Moreover, you can not take their art home and study it, you can not visit it at all hours of the day to study it. You

have got to see it, as they do practise it, at a certain hour, in a certain place, with all the proper accessories.

"An architect gets an effect of soaring height by accentuating the vertical and eliminating the horizontal lines, as Cass Gilbert did in the Woolworth Building, and you and I and Mr. Hamilton can tell how he did it by standing in City Hall Park and gazing upward. But when Renaud, as *Don Giovanni*, sent a shiver down three thousand backbones, and keyed the opera up to the pitch of tragedy, merely by standing below the *Commendatore's* statue and throwing open his red-lined cloak, who can say how he did it? I once asked him, and he couldn't. He admitted that his eyes probably had something to do with it, and the color of his cloak-lining. Beyond that, he said it was instinct, practise in feeling out the moods of an audience, emotional intensity in his own mood reacting on the crowd—he knew not quite what. Thus Renaud, one of the greatest lyric actors in the world, and one of the most intelligent. Similarly, I once asked George Arliss how he secured the sinister effect of his entrance into the ballroom scene in 'Becky Sharp' (he played *Lord Steyne* to Mrs. Fiske's *Becky*), without speaking a word. He, too, replied that his eyes had something to do with it, and, still more, he thought, the fact that before he came on he put himself rigorously into the proper mood, which, he felt, communicated itself. There, again, we are getting, from one of the most intelligent of actors an explanation of an effect which has little to do with 'laws,' with technique in the academic sense, which is the sheer metaphysics of mood and sympathy. If the actors can't do any better than this . . . why expect the poor dramatic critics to put into 'laws' what they can not?"

An art so dependent on the personal element has a small body of traditional rules to guide the beginner:

"As a matter of fact, even in architecture, painting, sculpture, it is not to the books of the critics that the students go, but to the practical practitioners. Nobody ever learned to paint by reading Ruskin—who, by the way, himself could handle a brush. Keats has made more poets than all his critics, merely by the results of his practise. But all this doesn't prove that nobody but an actor has any right to talk about acting, or can appreciate technical proficiency, or can understand the causes of difference between a good performance and a bad.

"When Mr. Hamilton says that no present-day dramatic critic knows anything about acting, and only two in the past, he is emitting nonsense. In all conscience, America is flooded with incompetent critics, for the newspapers, as a rule, make no effort to pick men properly equipped for the delicate task of critical analysis, and do not keep them long enough on the job to acquire experience. It takes a critic some years to pick up the intricacies, just as it takes an actor some years. But there are critics who know good acting when they see it, and who can tell you why it is good. If there weren't, it would be a sad commentary on human intelligence. There have been many more in the past, some of whom wrote more interestingly than George Henry Lewes, whose dry book Mr. Hamilton so overrates. There is a critic on a New York daily at present, a man of ripe years and long observation, who knows very well the possible effects an actor could achieve in a given rôle, knows when he falls short and why he falls short. The technical fundamentals Mr. Calvert, the actor, mentions in his book are understood by this critic perfectly from long observation of players in action. They were understood by William Winter, too, who, in spite of his distaste for everything modern in play-writing, never failed to appreciate fine acting, and could explain in the utmost detail not only the effects, but the evident means used to achieve them.

"Does it take a towering genius to determine whether an actor's voice has a varied range, whether it is pitched right, whether his tones are colored to the emotion or key of the scene? It is not the critic's place to tell the actor how to train his voice, or how to color it. But, unless he is a fool, he knows whether it has been trained or colored, and he knows that certain

emotional effects are gained or enhanced by a proper use of it. It is no more his business to tell the actor how to use his eyes, but he knows when the eyes have been used and when they have not been used."

SWITZERLAND'S GREATEST PAINTER

THE AFTER-WAR PLACE OF PILGRIMAGE will be Switzerland. People will go there to see the paintings of Ferdinand Hodler as they used to go to Bayreuth to hear Wagner, says a writer in the Manchester *Guardian*. This artist, who is likely little known here, since Mr. Horace Taylor says he is not well known in countries, like England, much nearer the Alps, has recently died at the age of sixty-five. He remained thoroughly Swiss all his life, and is not only reckoned the greatest artist that country has produced, but Mr. Taylor prophesies that he will one day be regarded one of the greatest painters of the world. He never attended a foreign academy, but studied and worked in Switzerland alone. He was the son of a carpenter in Gurzelen (Canton of Bern), and at eighteen years of age went to Geneva to study under Barthélemy Menn. When he became the leading master in the Beaux-Arts of Geneva he always sought, as he said, to infuse into his pupils "something of the sacred fire" that Menn kindled in him. We read:

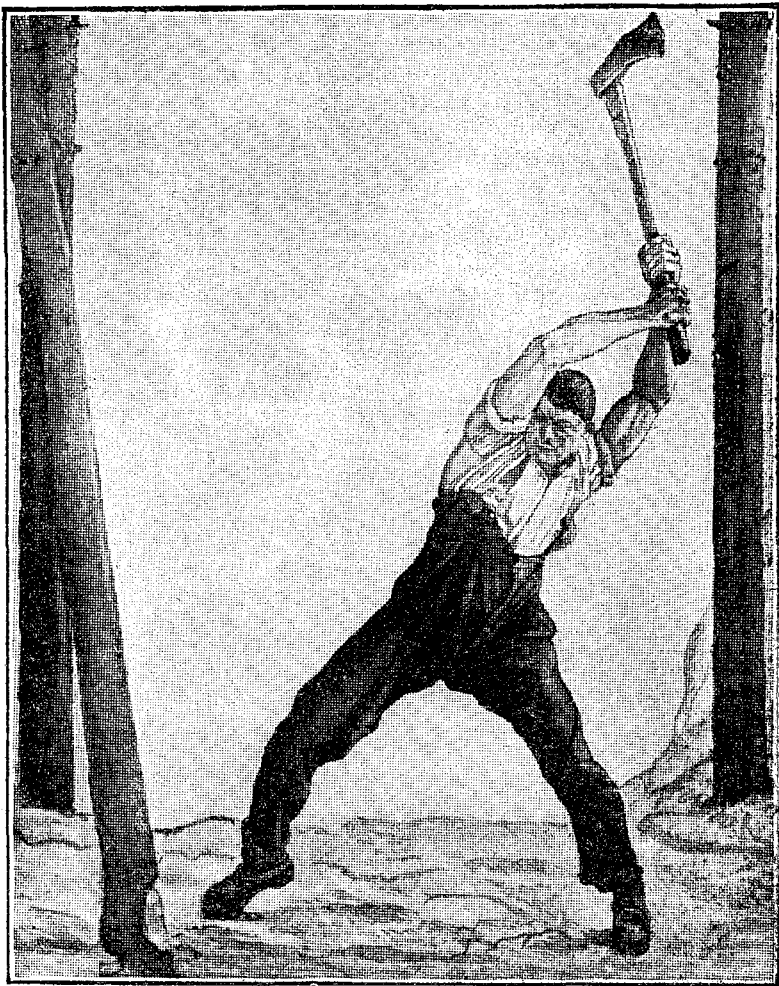
"Hodler exhibited for the first time in 1872, and in 1874 (at the age of twenty) gained a prize for landscape. In 1876 he went to Spain, where he resided nearly a year. On his return he settled in Geneva, where he stayed permanently, only making occasional short visits to Paris, Vienna, and Italy. His first great success was the 'Wrestlers' ('Schwingerumzug') in Paris, 1887, and at the same place in 1891 with his picture 'Night.' His most popular works are the fresco in the great Armour Gallery of the National Museum, Zurich, 'Day' and 'Night' in Bern, and a whole series of works in the Kunsthhaus, Zurich.

"The interest of the Swiss in art and pictures is at once apparent to a foreigner visiting Zurich. No one can fail to be struck by the excellence of the posters in the streets, which, in their level of achievement, recall the palmy days of the brothers Beggarstaff in London. Then in this town of about 200,000 inhabitants there are five or six dealers' galleries, all showing (and selling) modern pictures. The Kunsthhaus, a new building by the architect who built the University, and, like the latter, a severe but distinguished modern building, houses a permanent collection where Hodler is nobly represented, and small modern exhibitions are held there in galleries set apart for the purpose. In Winterthur, a small town of 30,000 inhabitants close by, there is also an excellent new Art Museum with good examples of the best modern Swiss painters. Everywhere one meets with real enthusiasm and a live interest in art. The fact that France and Germany send collections of their best pictures to Switzerland may stimulate this interest, but that these pictures are sent, that foreign students come to study under Hodler, and even in some cases become naturalized as Swiss—all these things illustrate that Switzerland is becoming a center of artistic activity. It is not too much to say that Hodler himself is largely responsible for this."

Hodler's early work was exclusively national in character:

"He painted the village shoemaker, the carpenter, the village church, and the hero of the village wrestling-match. Later he gave a new life to historical painting and celebrated the Swiss fighting man, the great soldiers of the Middle Ages, and, of course, William Tell. There is something almost brutal in the stern vigor of these virile *Landsknechte*, in the blood-stained warriors of 'The Retreat from Marignano' (the fresco in the National Museum), and the colossal single-figure studies which hang in the Kunsthhaus. Gradually a desire for something more

universal made itself felt, and his work became more rhythmic and decorative. Many of the pictures of this period are composed of rows of single figures. He has a special fondness for a purely symmetrical grouping of five figures in which the expression is concentrated in the central figure and is softened in a sort of *diminuendo* by the figures on either side. Such are the old men who are 'Tired of Life' and the more intense group of those who are 'Disappointed.' His picture 'Night,' considered by many his masterpiece in the handling of paint, is also a quintuple composition, but the canvas is divided more in the manner of an elongated five of spades placed horizontally. It is a gloomy picture in color and sentiment, and in marked con-



ENGRAVED ON SWISS FIFTY-FRANC NOTES.

Thus Switzerland honors its greatest painter, Ferdinand Hodler, by reproducing his "demon wood-cutter, as forcible and energetic a figure as was ever conceived."

trast to the great picture 'Day,' where Hodler is seen in the full ripeness of his creative power. This picture of five awakening nude female figures glows with a rose and gold of dawn.

"Of course, these pictures aroused a great deal of opposition and controversy among the more academic people in Switzerland. I was told that an enthusiastic young lady student attacked 'The Sacred Hour' in the Kunsthhaus with a hatchet. This may be an indication that this prophet has not always been sufficiently honored in his own country, but it is much more a sign of the intense interest in art existing in Switzerland at the present time.

"Hodler was recognized throughout Switzerland as a great national asset. His picture, 'The Wood-cutter,' has even been engraved on the fifty-franc notes. The result is something which does little credit to the artist, and, indeed, no one would suspect this tame and commonplace little picture of having had any connection with Hodler's demon wood-cutter, as forcible and energetic a figure as was ever conceived. But at least the fact that it is there shows that the Swiss Government recognizes the greatness of one who was among the greatest of living artists, a man who will tower in the history of painting in Switzerland, one who is able to nod to Holbein across the ages, who will walk with him among the shades of the truly great."

DRAFTING CHESTERTON

THAT MAKER OF PARADOXES, G. K. Chesterton, has apparently evolved the greatest paradox of his life in getting himself drafted into the British Army. His girth alone, which makes him the favorite and frequent impersonator of Dr. Johnson at fairs and festivals, would seem to preclude him from the life of camps and trenches. But the paradox, as the *New York Times* sees it, is that this is the very kind of life to which he has been all the time destined. It takes up the cue:

"The essential paradox about Gilbert K. Chesterton has always been that he was born in the nineteenth century. All the flood of salt and merry paradoxes with which he has excited us these many years has flown from this beginning. Now the news that he has been drafted and found physically fit goes a long way toward remedying this anachronism. G. K. was born to be a swashbuckling soldier of fortune, say, of the Prince Hal period, and while present-day fighting is not strong in swash and similar romantic qualities, it is a man's job and a great adventure, and we risk the guess that G. K. in a trench will be more at home in his age than anywhere else.

"There will be an outcry against turning so great a writer into cannon-fodder. But in this protest we feel sure Mr. Chesterton will not join. Paradoxes are all very well for peace time, but they are pale meat in these days of great battling. Already in his writings in *The New Witness* he has abandoned a good many of his old tricks. Take this passage from the latest number of his magazine to reach this country.

"We stand for the man against the machine; and if a machine can kill a man it remains true that there is no machine that can make one. We hold on for the history of the West; for the men who built the cathedrals against the man who can only burn them; for the spirit that filled Shakespeare with songs against the spirit that can only confuse him with notes. This truth should be a trumpet for us in this beyond all other times; it means, while we stand fast, that if exultation be premature, exaltation is supremely practical; and that if ruin really came, our hearts, if not our hopes, could be high."

"That is glorious, hard-hitting talk. It is English in its strength and magnificence and un-English in its utter idealism. It is the new G. K. who has already gone forth to war with one of the best pens of the day. When he changes that pen for a Lee-Enfield pity the poor German against those mighty pounds of beef and ale and reckless courage!"

Other commentators, like the *New York Evening Post* and *The Westminster Gazette*, find some grounds for hilarity in the fact of his forthcoming adventures afield. The former:

"Into what service will he be drafted? The lot of his immediate superior is certainly not to be envied, unless, as we have long suspected, G. K. C. is not an iconoclast in private life. The thing to do with him, in any case, is to give him a terrifically responsible job. Give him a chance to be paradoxical at the expense of the nation, and he would be the most orthodox of executives. He will find paradoxes galore to justify his orthodoxy, the most preposterous reasons for doing the safe and sane thing. Here, too, is a chance to place Shaw and Belloc. And, *per contra*, a good many conventional Britishers might be sent back to private life, for a while, and the opposition. There is nothing makes the bump of originality swell so quickly as a good knock from fortune. But whatever his military activity, the world will wish G. K. C. every success. Even if he is stationed on guard at a little-frequented railway station in northern Scotland, let him remember that Socrates, during his soldier days, invented his philosophy while standing still on one spot an uncounted number of hours."

The Westminster knows the extent of Mr. Chesterton's acceptance, but puzzles over his amenability to discipline:

"I am much interested in the news that Mr. G. K. Chesterton has been passed in Grade 3 by the doctors, and I shall be more than interested to see in what capacity he is 'called up'—if any one dare anything of the kind. I can hardly imagine him as a soldier servant: brilliant epigrams address to the average subaltern on the subject of early parades might lead to regrettable results. On the whole, I like to fancy him filling up forms in an office. I defy even the army form system and the most rigorous of staff-sergeants to chasten completely the working of the Chestertonian genius; somehow or other a Chesterton-filled form would differ from the common ruck of such things."

THE "VICTORIAN AGE" AND OUR AGE

VIOLENT CONTRASTS furnish the order of our daily emotions. Curious ones were recently happening in England. It is not enough that our days of warfare distinguish us all violently enough from the placid Victorians; the very man who forces the contrast upon our attention does so at a moment when he himself is the victim of slanderous aspersions in a London libel trial. Mr. Asquith, instead of sitting at home in chagrin at the situation in which he was so indecently placed, goes down to Oxford and delivers a "Romanes" lecture on "Some Aspects of the Victorian Age." The contrast was not lost on the Chancellor of the University, who presided, and whose outburst is thus reported by the *New York Evening Post*:

"The cheering was loudest at the very beginning, just after the Chancellor of the University, who presided, had said: 'I should like to make one thoroughly irrelevant remark, and it is, that among the aspects of the Victorian Age there is none which this University, and, I believe, every section of the public, regard with so much abhorrence and disgust as the gross and gratuitous defamation of the character of our public men.' This was an obvious reference to the filthy slanders with which it was lately sought to smear Mr. Asquith, Lord Haldane, Earl Grey, and others. Being of manifestly Victorian sympathies, the audience was sufficiently alert of mind to catch the point and sufficiently decent in its instincts to acclaim the sentiment."

People who have come to dub every smug ineptitude as "mid-Victorian" have Mr. Asquith's word for it that the age was "no so bad" as its successor is coming to turn out. *The Westminster Gazette* (London), apropos of the lecture, has really chosen the years between 1810 and 1890 as one of the fortunate periods in which a man's life might be cast:

"An Englishman in the middle rank of life who was born about 1810 and died about 1890 had probably more of his own way in those years than a man similarly placed in any period of the world's history. He saw and, with reasonable good luck, shared in a prosperity which was constantly increasing for his class; he was sheltered from all great cataclysms in his own country, and yet could watch as a spectator a succession of interesting and exciting upheavals in other countries; he had good ground for a belief in settled order and progress, 'freedom broadening down from precedent to precedent,' the pacification of the world, the improvement of working-class conditions, the coming rule of good sense and moderation; and he departed and went hence before having any serious ground to question the validity of this consoling creed. He lived through the Crimean War and the Indian Mutiny, and they caused him much perplexity and trouble of spirit for a few months or years, but they were not comparable to what the present generation thinks of as war, and he put them aside as temporary exceptions to the well-established rules of order and progress."

Mr. Asquith, as his argument is followed by *The Westminster*, reminds the generation that has come to scoff at the Victorians "for everything that is mediocre, banal, and complacent" that it is "mightily mistaken," for "the intellectual achievements of the Victorian age were extraordinarily high":

"That age had a succession of writers and thinkers of remarkable energy and influence who wrought for their generation as no similar body of men or women have wrought for these times. A considerable number of them, Macaulay, Carlyle, Ruskin, Tennyson, Dickens, Thackeray, George Eliot—to name but a few—solved the problem, which the modern literary man thinks insoluble, of being widely popular and yet by any standard in the first class as men and women of letters. In these times we have large numbers of extremely skilful literary performers who are read enthusiastically by their admirers and proclaimed to be 'it'; but we have few of the acknowledged voices which resound over the whole country. The reaction from the didacticism of Victorian letters, the glorification of what is called 'art,' the habit of sniffing at the vulgar taste, which have grown up in later years, have enormously narrowed the scope of literature and handed over to the popular press the influence which was formerly exercised by the book. The present generation knows

none of the thrills of expectancy with which its predecessors waited for a new volume of Tennyson, a forthcoming novel of Dickens or George Eliot, the latest outpouring of Carlyle or Ruskin, or even a new number of *The Fortnightly* edited by John Morley.

"There was, too, as Mr. Asquith reminds us, an unceasing stream of controversy carried on by great people before a great audience. Religion and science, with Tyndall and Huxley on one side and all the pulpits on the other; the Oxford Movement and the battle of the churches, coming to its issue in Newman and Charles Kingsley; endless debates about the theory of politics, with Mill, Bagehot, Maine, Fitzjames Stephen for protagonists—all these went on incessantly for years to a large and immensely interested audience. Philosophy, to a smaller audience, was equally vocal; and Herbert Spencer and his opponents belabored one another with the vigor and vehemence of politicians on the hustings. Some of the questions in debate are settled, others never will be, yet others are being reopened from new angles and with new knowledge. But before the end of the century the interest in them appeared to have evaporated. The great new, rich world which the Victorians had built up was thinking of other things and passing into the materialist phase which was to bring us to the great catastrophe."

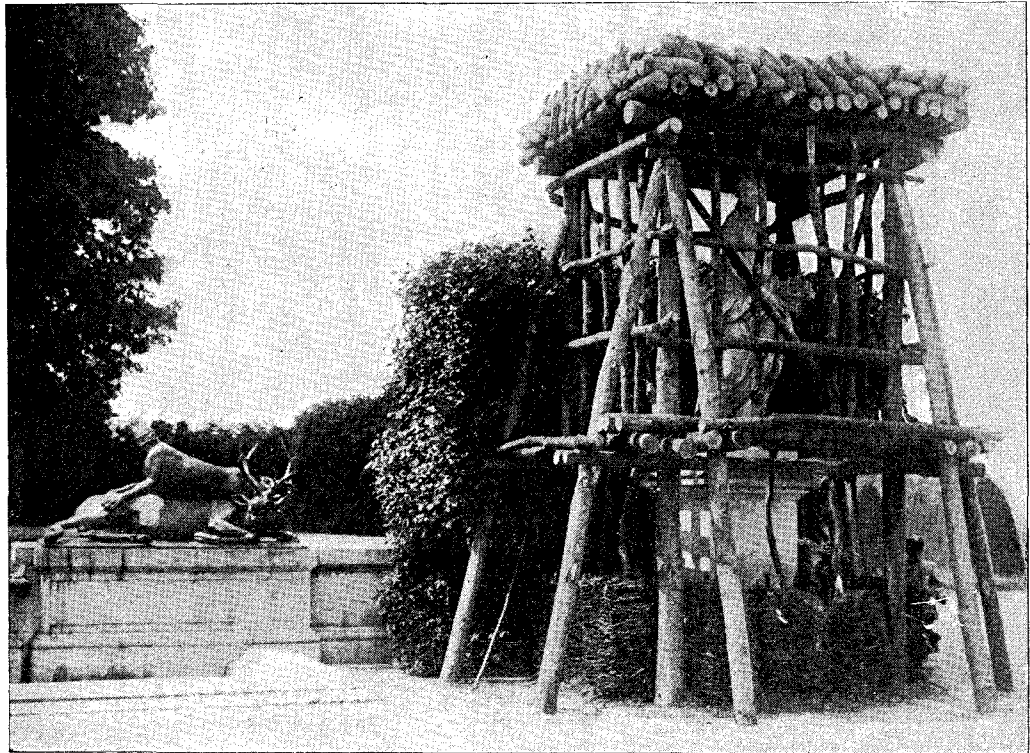
Mr. Asquith does not venture to blame the Victorians for our present mud-dle. He must really imply that we are weaker than they, for he only has the name of "post-Victorians" for us of to-day. On this point *The Evening Post* sees him "positively cruel":

"In fact, have they any other name to go by? They have not created an Age of their own; they simply tag on after the Age which they affect to despise. It is as post-Victorians that posterity will locate them—if, indeed, posterity is curious to know just where they come in. Mr. Asquith's hope, in closing his lecture, was that the post-Victorians might be able to make a contribution comparable to that of the Victorians to 'the things that permanently enrich and exalt mankind.' If this was not secretly malicious, it was the setting of a severe standard and a hard task. For it would mean that somehow our latter-day novelists were to get the ear of the entire English-speaking world as Dickens and George Eliot did; that the issue of a volume of free verse was to be an event to be watched for as used to be the appearance of new poems by Tennyson and Browning. We can imagine our contemporary writers going far, but not so far as that. They do not lack in audacity, but their carrying-power seems rather slight. They are entirely ready to create all things new, but the obdurate and tough old world is not plastic to their fingers. It is a sad fate for them to contemplate, but we fear it is the best one that awaits them, to have the niches where their busts will stand labeled 'post-Victorian.'"

"Himself a product of late Victorianism, Mr. Asquith in his own person demolished one of the favorite neomyths about the Victorians. What we mean is that he proceeded to show that he was tolerant, and also that he was able to make distinctions. Haven't we heard a thousand times that the Victorian Age was narrow-minded in the extreme, intolerant as a very part of its smugness? And, of course, it never did know bad art from good, and mixed up literary values fatuously and exasperatingly. Yet, in fact, Mr. Asquith displayed an ability like Huxley's to understand another's point of view, and to make allowance for it."

ITALY'S BULWARKS AGAINST THE VANDAL

NO CLEARER DENUNCIATION of the enemy's methods of warfare can be found than "Italy's strained and pathetic endeavor to protect from wanton destruction her works of art." This sentence appears in a pamphlet by Major Sir Filippo de Filippi, published by the British Academy. Some of the expedients we have already heard of,



French official photograph. Copyrighted by the Western Newspaper Union Photo Service.

FRANCE, LIKE ITALY, DEFENDS HER ART.

The statue of Flora in the park of Versailles, near Paris, is here shielded from bombing planes.

but *The Westminster Gazette* (London) refers to others that Major de Filippi is the first to tell in detail:

"Sir Filippo tells us how sand-bags and other defenses have turned the Serovegni Chapel, in Padua, into 'a narrow corridor,' and how the Cappella del Santo has 'completely vanished behind a wooden screen'; how the treasures of Verona, of Bergamo, of Brescia, and of Milan have been safeguarded; how the Correggio frescoes in the cupola of San Giovanni Evangelista in Parma have been protected from the outside. But nothing is more striking than the details he gives of the difficulties that have had to be overcome in protecting the treasures of Venice."

"The primary difficulty, of course, has arisen from the fact that Venice has no solid foundation; and so in many cases masonry defenses and other heavy protective arrangements have been found impracticable, as their weight would have been more than the old piles beneath them could be trusted to bear. Therefore many ingenious 'substitutes' have had to be found. Even sand-bags are very heavy, so that much use has been made of seaweed mattresses, for which it is claimed that they 'are light, elastic, and almost incombustible, and at the same time are extremely effective protection in cases of explosion.' The mosaics in the interior of the upper arches of the Basilica of San Marco are protected by large curtains of strong canvas, 'experience having proved that a simple curtain yielding before the concussion of an explosion affords a real protection even to glass sheltered behind it.' Paraffined canvas is employed to prevent new masonry from staining time-mellowed stones; cotton for embedding stained-glass windows removed from their positions; and water-pipes are laid everywhere in the Basilica, in the Doge's Palace, and in other buildings. And these precautions, of course, are necessitated by Kultur!"

Our illustration shows one of the similar expedients employed by France to protect her treasures.

RELIGION-AND-SOCIAL-SERVICE

GERMANY'S WAR ON THE RED CROSS

THE TEMPTING OF FATE in the rumored proposal to send the American hospital ship *Comfort* to Europe without means of defense takes on a dubious aspect after the experience of the *Llandoverly Castle*. Germany's writhing methods of defense for that act would serve her equally well for another. It will be just as convenient to say that the



Copyrighted by the New York Tribune Association.

THE HONOR OF THE GERMAN ARMS.

—Darling in the New York Tribune.

Comfort struck a mine, or that some other ship that looked like the *Comfort* went down, or that the *Comfort* was torpedoed because American aviators were aboard disguised as Red-Cross workers. Thus the German justifications are pigeon-holed, and if the case is sufficiently in need of bolstering up one of them may be used, or the whole collection of lying accusations come tumbling out together. When hospitals are bombed on land, there is one less horror awaiting the victim, but the death by drowning has fallen upon the unhappy occupants of nine other hospital ships besides the *Llandoverly Castle*, as a cable dispatch to the *Courrier des États-Unis* (New York) from Paris shows:

"*Excelsior* gives a list of the hospital ships torpedoed by the Germans since the beginning of hostilities. On March 31, 1916, the French hospital vessel *Portugal*, placed at the disposal of the Russian Government, was sunk by a torpedo-boat or submarine mine; there were a great number of wounded on the ship. On November 21, 1916, the hospital boat *Britannic* was sunk by a torpedo-boat in the Strait of Zea in the Aegean Sea; 50 were lost. On March 20, 1917, the English vessel *Asturias* was sunk; 11 were missing and 17 were wounded among the sick on board, while 20 men of the crew were killed, 22 wounded, and 9 missing, altogether 79 victims. On March 30, 1917, the English vessel *Gloucester Castle* was torpedoed by night in the English Channel;

no loss of life. On April 15, 1917, the French steam-packet *Ernest-Simon*, of the Messageries Maritimes, was sunk in the Mediterranean by a submarine; the crew was saved, except a hospital attendant.

"On May 26, 1917, the English boat *Dover Castle*, torpedoed for the second time in the Mediterranean, was sunk; 6 were drowned. On March 10, 1918, the *Guildford Castle* was torpedoed in the British Channel and greatly damaged; it nevertheless reached the nearest port and landed the sick and wounded. On May 17, 1918, a large Russian hospital transport, with 3,000 persons on board, a great number among them women and children, was sunk by a submarine; only a few hundred were saved. On June 6, 1918, the Hollandish hospital vessel *Königin-Regentes* was sunk in the North Sea, with a few victims. On June 27, 1918, the English ship *Llandoverly Castle* was sunk on its return voyage from Canada to the southwest, 116 miles off Fastnet; 234 were missing."

The boycott against German ships and commerce made by the British Seamen's Union gets a five years' extension as a result of the *Llandoverly Castle* episode. Already the boycott had been fixt at 68 months. The *New York Evening Post* thinks that other organizations throughout the Entente countries are sure to follow British example:

"By popular act, rather than deliberate Government resolution, the wall of isolation being built around Germany by German atrocity will gradually become insurmountable. Even many who have continuously deprecated a commercial war after the war are finding themselves borne down by Teutonic brutality and stupidity. It is difficult to save a madman from the consequences of his own madness. If Germany will continue to act the part of mad dog, then the rest of the world must use whatever weapons are at hand in self-protection. The war after the war may not, eventually, be of official origin. But it will, for that very reason, because born of deep and lasting popular indignation, be the more effective and terrible."

It was in the middle of April, as the *New York Sun* recalls to mind, that the German Government caused the publication of the false charge that American aviators were transported in France as Red-Cross workers, "deliberately assuming the status of non-combatants to obtain protection on their journeys across the ocean." The *Sun* continues:

"This infamous falsehood was immediately denied by the British Admiralty and by our Department of State. Through official announcements these agencies made the truth known. But Germany persisted in her falsehood. To her rulers the facts were nothing. They had determined to intensify their warfare against hospital ships, which from early in the war had been conducted spasmodically, and their sole purpose in circulating their lie about American combatants was to prepare a plausible defense for their contemplated systematic violations of the Geneva Convention and the laws of Christian civilization.

"A private malefactor who adopts a similar course is said to manufacture an alibi. The conspirators who, in advance of the commission of a crime, arrange to perjure themselves in an effort to convince the jury that its perpetrator could not have been in the vicinity of the spot when the deed was committed are familiar figures in the criminal courts of every nation. A course not different in principle was adopted by the Imperial German Government when it decided to undertake as a part of its routine of war the wholesale murder of surgeons, nurses, unarmed sailors, and helpless wounded and sick men and women who relied for protection on the solemn promises of all civilized nations to spare the Red Cross and the individuals under its guardianship.

"The *Llandoverly Castle* was the first hospital ship to fall victim in the operation of the plot. She complied with all the requirements of the Geneva convention. She carried no arms. She had on board no armed men. She was painted and illuminated in exact conformity to the rules established to distinguish hospital

ships on their errands of mercy. And she was torpedoed and shelled by a U-boat, whose commander completed his inhuman work by asserting in brazen defiance of the truth that eight American aviators masquerading as non-combatants were among the persons aboard of her.

"Thus the plot was carried out. The Imperial German Government laid the foundation of the crime with a lie. The Imperial German Government's agent committed the murders. Having performed one part of his criminal duty, he set up his Government's lie to justify his act. It is impossible to conceive a more cold-blooded and dastardly plot than that which culminated in the sinking of the *Llandovery Castle*."

The Papal organ, *Osservatore Romano*, sees "there is no reason to doubt the truth of the statement that the ship [*Llandovery Castle*] was torpedoed." In expressing its "deep sorrow at the outrage," it feels sure "Germany herself will share in this sentiment and will not fail in appropriate measures." Just what this faith can be based on escapes, at least, American observers, for the *New York Sun* reviews the German attitude so far as at present revealed:

"Again the tactics are in evidence that were employed when the Channel steamship *Sussex* was attacked in open and contemptuous defiance of Germany's solemn pledge given to the United States. The denial is absolute; the spirit of deceit is unimpaired; all that is lacking is the childishness of a sketch made by the U-boat commander and his declaration that he attacked a ship that looked like the *Llandovery Castle* on the spot where the *Llandovery Castle* was sunk, but that under no conceivable circumstances could it have been the *Llandovery Castle*. If the assailant of the Canadian hospital ship succeeds in returning to his base, we may expect this sketch to be produced, a model of German efficiency, a testimony to German preparedness.

"But even the German people can not swallow the German official denial whole. The bureaucracy has been exposed in falsehoods too often for the press to commit itself unreservedly to its outgivings. Thus the *Rheinisch-Westfälische Zeitung* says that the *Llandovery Castle* probably struck a mine, but:

"Even if she was torpedoed, it was most probably rightly done, as most overseas hospital ships are armed."

"Similarly, the *Kölnische Volkszeitung* regards it as 'significant' that the *Llandovery Castle* carried 'such a large crew as 164.' In other words, the German attitude is summed up in the words, 'We did not sink the *Llandovery Castle*, and when we sank her we were justified in so doing.'

"The whole world outside of Germany knows, however, that a German submarine sank an unarmed, defenseless hospital ship carrying none but non-combatants and proceeding on her voyage marked and illuminated in accordance with the terms of the Geneva Convention, which was intended to protect hospital ships from attack. That protection is ample, complete, absolute under the law and practices of every civilized nation on the globe, and the fact that it avails nothing against the commissioned murderers of the Imperial German Government indicts no Power and no race except the German Empire and the Prussianized German people."

LUTHERANS IN WAR—With 165,000 professors of their faith now serving under the flag of the United States, the Lutherans of the East reaffirm their loyalty at the annual synod meeting in New York, and make the assertion that there is no more democratic institution in the world than the Lutheran Church. Their resolution, as published in the press, contains these avowals:

"From various quarters of the country the loyalty of American Lutherans has been questioned. They have been charged with spreading German propaganda, and particularly with making their schools subservient to the cause of German autocracy and militarism. We, the Atlantic District of the Missouri Synod, assembled in annual convention in the City of New York, most emphatically repudiate such accusations as coming either from ignorance or from malice. We deplore the fact that at this time, when more than at any other time, our nation must stand one and undivided, a large number of our citizens who have ever loyally followed our flag, and many of whom are to-day sacrificing their lives for the cause of liberty, should be made the target of such unwarranted attacks. There are in the service of our country to-day more than 165,000 Lutheran men."

LETTERS THAT BUILD OR BREAK MORALE

THE MORALE of the boys in training is in the parents' hands to an extent they may not realize. No parent would wish to be the agent of destruction of the moral courage of his or her soldier son, yet the officers of our Army have known more than one case where this has happened. A



CORPUS CHRISTI.

FIRST GERMAN GENERAL—"They'll be able to have their Corpus Christi procession in Cologne without any risk. We've arranged through the Pope that there shall be no bombardment of Cologne on that day."

SECOND GERMAN GENERAL—"Good! Then as our machines won't be wanted there for the day we might send them to look up some of the English hospital-bases."

—Sir F. C. Gould in *The Westminster Gazette* (London).

boy may go through his training with soldierlike efficiency and break down at the sight of his mother who lacks the courage to look cheerful when she comes to the camp for her farewell visit before he is listed to go to France. All the effects of his training have been known to be undone, and by a parent who was merely indulging what she might suppose was her legitimate share in the emotions called out by the sacrifice demanded by the war. "Send me away with a smile" has become an army watchword. In extreme cases the boy has had to be held back from his expected goal because his value as a soldier has been destroyed. His mind is haunted by that last doleful picture. The same thing may be accomplished by the "doleful letter-writers," as Capt. Charles D. Bles, of the United States Army, located at Camp Wadsworth, reveals, giving the *Philadelphia Inquirer* matter for a timely homily:

"He says that if the folk at home want to back up the boys who are going to the front they will avoid the tearful, sympathetic missives, the 'you-poor-boy' sort of letters which now and then find their way to the training-camps. He says very frankly that this kind of communication does more to break the morale of the young soldiers than the most insidious enemy propaganda.

"We are in for this war, and it has to be fought out to the end. We have assurances that the boys in the camps have gained weight, that their physical condition is surprisingly good, that they are filled with enthusiasm, and that they are eager and anxious to get to the front. Both their physical and spiritual wants are being cared for as they have never been before in the

history of armies. This being the case, what is the duty of those 'back home'? This authority tells it in these frank words:

"Make your letters cheerful; tell your boy you are proud of him and of the work he is doing, for, after all, it is God's work, this saving of women and children. Tell him you are proud of his record as a soldier. It will help him to keep it the cleaner to know you are interested. Tell him to obey his officers willingly, cheerfully; don't, as in many cases I know of, tell him his officer was wrong and he was right. That sort of advice has placed many a man in the guard-house. It is the instant obedience to orders that is going to save life over there. Everything is figured to the fraction of a minute, and it is only by instant obedience to orders that the work will be accomplished and the war ended."

"Every word of this is true, and it should be carefully considered by those who have the good of their boys at heart. Fortunately the immense majority of mothers have shown a Spartan spirit that is worthy of the highest praise. But there are some others who have not yet learned the lesson. Captain Bles says that the soldiers in the guard-house, nine times out of ten, get there because of the thoughtlessness of those at home, who, instead of encouraging the young men, are whining about their troubles. 'The morale of the men is splendid,' he says, 'but no man can fight with any spirit if he is worrying about his home.'

"Character is built by courage, by willingness to take orders, and by doing any task, no matter how humble, in a cheerful spirit. Don't forget there is a mental side to life in the Army, and that the soldier who is cheered by wholesome and uncomplaining letters from home is the one who is likely to achieve distinction and success."

WHO CAN NOT SING "LORD, LETTEST NOW THY SERVANT"

THE SONG OF SIMEON is denied to the aged of our day. If they cry to the Lord for a peaceful departure, the days pass without their finding any peace. The war has been hard, perhaps hardest, on them. Their day for works has passed and their faith may find its citadel attacked by a stronger adversary than they have yet known. "Those whose summons comes now are not only passing into the Unknown, they are leaving the unknown behind them." If they have "a haunting fear for the future," says Mr. George R. Sims, one of England's most prolific playwrights, "it is an unselfish fear, for they themselves have nothing to gain or lose by the fortunes of war." "The suspense that harasses and embitters their last hold on life is not due to any lack of faith in their country's will to win or ability to win. It is the result of that hope deferred which tells even upon men and women in the full possession of their mental and physical powers." To youth and to middle age the war has been something different. "We know," says Mr. Sims in the London *Daily Chronicle*, "how splendidly and how gallantly the young manhood of the Empire has answered the great call; how, bidding a tender good-by to the dear ties of home, it has gone with undaunted heart and head erect to fling itself fearlessly into the fury of the fray." More than this:

"We know how willingly and whole-heartedly our young womanhood has volunteered for sisterly service in the hospitals and in the camps, and how bravely it has dared the perils the new methods of warfare carry far behind the battle-front. We have seen our young womanhood lay aside the feminine arts and crafts and employments of peace to take up without a murmur the sterner tasks of war. We have seen it carry on not only the work of war, but fill the places of men in our commercial undertakings and our industries, on the land and on the railways. We have seen it reenforcing the police, assuring the continuance of the passenger traffic of the streets, and saving the postal system from confusion and delay.

"We know with what brave hearts the young wives of the Empire have borne the pangs of parting and the ceaseless anxiety of the long years of war. We know how terrible has been the strain upon the mothers and fathers of the Empire, whose sons are at bay with a raging and ruthless foe on land and sea.

"But few of us have quite realized the extent to which the world-tragedy has affected the aged men and women who are nearing the journey's end, and who, as the war drags on, begin to fear that their eyes may never again see the land they love at peace. They have bravely endured the long years of alternate hope and fear, and now they are straining their eyes through the darkness, watching for the first faint glimmer of light which will herald the dawn."

War has been particularly severe on the aged. Many have already died who might under calmer skies have added to the length of their days. The writer speaks particularly for his own country people, but he seems also to express the universal *ennui* of the aged in whatever country concerned in the war they may live:

"Youth that survives the toll of battle can find comfort in the knowledge that the happy days will come at last, and that in all that those happy days will mean it will have its share.

"The middle-aged have still a fair chance of knowing again the calm joys and peaceful pleasures of the prewar days. They have had to endure the long hours of darkness, but for them the sun will shine again. Victory may be delayed, but it will come at last and bring balm for all their wounds. They will know at least that the dear ones they have lost have not made the great sacrifice in vain.

"But the old folk are oppressed with the haunting fear that they will have to pass into the great Silence with the fate of their beloved land and all they hold dear in it still trembling in the balance. They, too, have endured bravely. They have borne uncomplainingly the stress and privations that the conditions of war have brought upon us.

"Death would have had no terrors for them if they could have died with the song of Simeon on their lips: 'Lord, now lettest thou thy servant depart in peace, for mine eyes have seen thy salvation.' It is the salvation of the Lord's cause, the cause of Justice and Freedom; it is the glory of the people of the free lands and of the people of their own race and blood that these patriarchs long to see ere they go hence.

"It is not of themselves they are thinking as the shadows gather. It is of the Imperial race to which they belong, of the great Empire that they know is now fighting for its very existence, and of the free and happy land in which their long and useful lives had been spent so peacefully.

"In the evening of their days, with their life's work done, their task accomplished, the rest and peace that should have been theirs have been denied them. The cry of battle has resounded in their ears. Many of them have lived on to see the young of their blood—those who answered the call of King and country—pass to the tomb before them.

"They have found themselves lingering in a world filled with the horrors of war, a war in which the hosts of Tyranny, armed with every murderous device, seek to slay or enslave the free peoples. From a world at war with this Tyranny they themselves must soon pass, but in that world they are leaving their children and their children's children.

"They pray that they may be permitted to linger here until the victory of Freedom over Tyranny has been achieved. They pray that they may be spared until their eyes have seen the salvation of the world, and until their hearts have been eased of all fear for the future of their land and their loved ones."

WILHELM'S USE OF MISSIONARIES—The Kaiser's particular brand of piety is seen, thinks the New York *Globe*, in the expedients he employs to justify land-grabbing. Two missionaries murdered by the Chinese in 1897 brought him Kiaochow, and an eminent German is quoted as saying: "They were very fat missionaries." *The Globe* ruminates:

"In 1900, when the Kaiser exhorted his troops to play the part of Attila's Huns in China, and von Waldersee, as commander-in-chief of the international expedition, carried out instructions until General Chaffee rebuked him, the Kaiser wanted to grab a new piece of China, but he was successfully headed off. Missionary or ambassador or grand duke, any one is good enough excuse for the Kaiser when conquest fever rages within him. If no handy assassination offers a pretext, then he is able to improvise another. For example, when Lenine and Trotzky did not immediately jump through the hoop and sign the Brest-Litovsk treaties, orders were given to tear Esthonia and Trans-Caucasia from Russia. During the two centuries of its life the Hohenzollern dynasty has always been able to find reasons why it should raid the lands of other people."

FUEL-PROBLEMS-IN-WAR-TIME

Prepared for THE LITERARY DIGEST by the UNITED STATES FUEL ADMINISTRATION.

THE HOUSEHOLDER'S WAR-DUTY IN SAVING COAL



Copyrighted by Harris & Ewing.
DR. H. A. GARFIELD,
United States Fuel
Administrator.

TWENTY MILLION householders of America are called upon to save millions of tons of coal in order that Americans at home may prosecute the war in comfort and in health; that ships may sail and factories may produce supplies of war.

Seven hundred thousand miners are now being prest by the Fuel Administration to increase their output of coal. Already the production of bituminous coal has reached about twelve and one-half million net tons per week, an amount hitherto unknown in the coal-mining industry. But the nation's demand for fuel during this war-year is estimated at 735,000,000 net tons, and conservation—real coal-thrift—must supplement the increased production.

The fuel situation this year is perhaps the gravest problem of the war. The production of steel and munitions depends on coal. Freight-congested railroads must supply these war-needs and can carry no single unnecessary car-load to domestic consumers.

We as a people, *must save coal.*

The savings of each householder may seem trivial to him and his family. Multiplied by the savings of twenty-million other householders of America, the count becomes gigantic; millions of tons will be released to do service. Without these tons the entire war-program may collapse. Every man, woman, and child in America is on the firing-line and must do a soldier's duty.

The man of the household must be a soldier in his basement. He must pledge himself to the task of *running his own furnace this winter and getting every heat-unit that every ton of coal can possibly yield.*

Unless he does this, he is guilty of faithlessness to his Government. His is no idle charge. If American lives are to be protected at home and in France, he must operate his furnace with maximum economy in the use of fuel.

The United States Fuel Administration lays down a definite program for household saving of fuel. Now, in midsummer, is the time for every householder to begin his fuel duty.

FIRST OF ALL, CLEAN THE HEATER—Clean the range, the heater, the chimneys, the pipes, *at once.* One one-hundredth of an inch of soot is as hard to heat as ten inches of iron are. No householder desires to waste his own or the Nation's tons of coal by heating useless soot. Unpleasant tho it may be, the work is a part of the war-program.

The householder will fight soot, as soldiers, airmen, and gunners are fighting the enemy. He will clean pipes, stoves, and heaters, and *keep them clean.*

While the furnace is having its housecleaning, pipes should be examined for leaks. If the landlord refuses to repair breaks or cracks in the pipes, the matter should be reported at once to the State or county fuel administrator.

How to run the heater after it is cleaned and repaired is the next problem and one that is more important than any other branch of household economy. In the average home 25 per cent. of the coal used can be saved. Most of this saving can be accomplished by *proper damper control*, and at the same time the household may still enjoy the same amount of heat it has been accustomed to having.

GENERAL RULES APPLICABLE ALIKE TO HOT-AIR FURNACES, STEAM AND HOT-WATER PLANTS, AND KITCHEN RANGES—1. Be sure there is a *check-draft damper in the smoke-pipe*, besides the turn-damper. This check-draft damper is as important in controlling the rate at which the fire burns as is the throttle of an engine. Open it to check the fire. Close it to make the fire burn more rapidly. Work it. Ex-

periment with it in the daily regulation of the fire. The coaling door was not put on the furnace to be used as a check-damper. Never open the coaling-door to check the fire. If you can not check the fire without opening coaling-door, you need proper dampers.

2. The turn-damper should fit the smoke-pipe loosely and must never be entirely closed. With the average plant it may be kept partly closed most of the time in mild weather, but during severe weather it usually needs to be opened wide.

3. Make use of the lift- or slide-damper in the coaling-door *only to let oxygen in to consume gases* (if you are using soft or bituminous coal) after fresh fuel has been added.

4. Just enough draft, and that from below, checking the draft by *letting more air into the smoke-pipe*, is one of the best general rules. This furnishes oxygen from below, necessary for the consumption of the coal-gases, and at the same time gives time for them to be consumed before being drawn up the chimney. This method also avoids escape of coal-gas into the cellar. To make the fire burn more rapidly, do not open the whole ash-pit door, but the draft-damper in the ash-pit door. Opening the whole ash-pit door supplies air to the fire faster than it is needed for combustion. The air is heated, passes out the chimney, and is so much heat wasted.

5. All heat-pipes in the cellar should be thoroughly and completely wrapt with asbestos or similar covering to prevent loss of radiation.

6. Grates should be cared for properly. A short, quick stroke of the shaker-handle will sift the ashes through the grates. Leave grates in flat position at all times. Keep fire-pot free from clinkers. Clean ash-pit daily, to prevent damage to grates. In severe weather grates should be shaken until a glow appears in ash-pit. In moderate weather a bed of ashes should be carried on top of the grates.

7. Avoid poking and slicing fire-bed. It causes draft-holes and clinkers.

8. Never shake a fire that is low until you have put on a little fresh coal and given it time to ignite. A thin fire wastes coal. Disturb the fire as little as possible.

9. Storm-windows and storm-doors, weather-strips and such protective devices are economical of heat. They should be used.

10. Keep the temperature of sitting-rooms at 68 degrees or less. Rooms where you do not sit are more comfortable if much cooler, as a rule, providing the air is kept a little moist. Get a thermometer—a good one. Use it inside, not hanging outdoors.

11. Keep an even temperature, not more than 68 degrees. It is not economy to allow the house temperature to drop away down at night. It takes just twice as much coal to heat it up again next morning.

12. Turn off the heat in unused rooms as far as possible. Bedrooms should be kept much cooler than living-rooms. Don't try to heat all the rooms all the time. If you have a hot-water heating system, make heavy radiator slip-covers and put them over radiators when not in use. This will prevent them from freezing.

13. Keep pans or open-top jars of fresh water on as many radiators as practicable to keep the air in the home moist.

14. Study the Specific Rules applying to the heating system used in your house.

HOT-AIR FURNACES—SPECIFIC RULES—1. Provide cold-air drops from upper floors so as to *insure a return circulation* from all rooms to the air intake of the furnace.

2. Regulate the window of the cold-air box so as to avoid too great a current of outside air, especially on very cold days.

3. Always keep the water-container in the air-jacket filled with clean water. Moist air heats much more readily than dry air, and is better for health, as well as more comfortable.

4. It is advisable to keep a jar of water near one of the first-floor registers that send out the most heat. Change the water frequently, preferably every day.

5. Hot-air pipes should have a good pitch upward from the

(Continued on page 73)

CURRENT - POETRY

"THE most beautiful adventure that life gives us," said Charles Frohman, is death, and our soldier-poets certainly seem to agree with him. Not a few songs from the trenches deal with this theme and all sound a joyful welcoming note. Here are some verses from the Chicago *Tribune* written by a lad from the '17 Class of the University of Illinois, now in France:

MONUMENT ENOUGH

BY RAY GAUGER

Where I shall fall upon my battle-ground
There may I rest—nor carry me away!
What holier hills could in these days be found
Than hills of France to hold a soldier's clay?
Nor need ye place a cross of wooden stuff
Over my head to mark my age and name;
This very ground is monument enough!
'Tis all I wish of show or outward fame.
Deep in the hearts of fellow countrymen
My fast immortal sepulcher shall be,
Greater than all the tombs of ancient kings.
What matter where my dust shall scatter then?
I shall have served my country oversea
And loved her—dying with a heart that sings.

From "Songs of the Shrapnel-Shell" (Harper's, New York) comes a rollicking poem by an officer in Britain's Indian Army welcoming the grim reaper with a cheery laugh:

AFTERWARD

BY CAPT. CYRIL MORTON HORNE

In the Afterward, when I am dead,
I want no flowers over my head.

But if Fate and the Gods are kind to me
They'll send me a Sikh half company
To fire three volleys over my head—
To sweeten my sleep, when I am dead.

And many shall sneer: But Some One shall sigh,
Yet I shall not hear them as there I lie,
For this is the Law of Lover and friend—
That all joy must finish, all feeling end.

And many shall laugh: but Some One shall weep,
Yet I shall not know—I shall lie asleep;
A worn-out body, a dried-up crust;
Ashes to ashes and dust to dust!

And they'll drink a toast up there in the Mess,
"Here's to a friend in his loneliness!"
And music and talk for a while shall cease
While my Brothers drink to their Brother's Peace.

And the Sikhs shall say (that were once mine own):
"Who rode with us often now rides alone!"
And leaning over the grave they'll sigh—
"Sahib murgya! Ki jae, Ki jae!"

And I, who so loved them one and all,
Shall stir no more at the bugle-call.
But another Sahib shall ride instead
At the head of my Sikhs, when I am dead.
And even this thought which hurts me so
Shall cease to trouble me when I go.

My chestnut charger, Mam'selle
(She was fleet of foot and I loved her well!)
Shall nibble the grass above my head,
Unknowing that one she loved is dead.

Some one—my Horse and my Company
Shall fail to smile at the comedy;
Shall strive to reason, yet fail to guess
That Life is little and Death is less!

And they shall sorrow a little space
Till somebody comes to fill my place;
But all their sorrow, their grief and pain,
They shall expend upon me—in vain!

And you—if you read this epitaph—
Harden your heart, I pray you, laugh!
But if you would deal with me tenderly
Place one dew-kissed violet over me;
I claim not this and ask no more,
Yet—this was the flow'r that Some One wore
In the long dead days that have gone before.

Robert Garland in the New York *Life* has three charming stanzas that speak the mind of many a soldier these days:

IF I SHOULD DIE

BY ROBERT GARLAND

If I should die in Flanders field,
If I should die in France,
Oh, take me out and bury me
Beneath some friendly poplar-tree
(Those poplar-trees of France!)
Oh, keep me near, where I can hear
Those roaring guns of France.

If I should lie in Flanders field
Beneath the sod of France,
There let me stay till victory
Is come, and all the world is free
(God grant this boon to France!)
Oh, let me stay to see the day
That freedom comes to France.

Then take me far from Flanders field
When freedom comes to France;
Return me to the very land
I love the best, my Maryland
(It's sweeter far than France!)
Oh, bring me home to Maryland
And say: "He died for France."

To die for Freedom on the soil of France is a happy fate, but we who remain behind must not forget the debt we owe to those who go before, nor should we neglect our tribute to their memory. In the *Scranton Times* we find these noble lines:

LEST WE FORGET

BY WILLIAM P. HUNTER

"Lend me your wings, oh, wind,"
That I may fly
Up through the boundless reaches of the sky
And gather stars, to strew the graves where lie
Our soldier dead, stilled in Death's majesty
With new culled star-dust.

"Lend me your song, oh, nightingales,"
That I may sing
Of daring deeds, and that the world may ring
Of heroism, sacrifice, the widow's wails,
And echo thrill the earth and heaven through,
That man and all God's angels may be true,
That "golden notes from out a silver horn"
May sound my song of songs to nations yet unborn,
Lest they forget.

"Lend me your perfume, flower, leaf, and blade,"
That I may burn
A fitting, sweeter incense to these dead
Than ever yet has burned or shed its light
On honor's roll, that all may read aright
The story of their deeds in mankind's fight
For Liberty.

"Lend me your tints, oh, rainbow,"
For the flag—
Your twin that floats so proudly o'er the land
Where freedom and humanity go hand in hand,
Where brother-love and honor, more than gold,
And gentleness to weakness, ever hold
Their place; lend me your tints, if needs be, to
renew
Our flag's proud message in its every hue,
And star and fold.

"Lend me your gift to hate, Ye Furies' Clan."
Lest I forget;
May God forgive the wish, all kindness ban,
Even in thought, eke action, and in prayer.
This must be banished from the creeds of man
Who have what we have to avenge and bear.
Teach me to hate, forgiveness to forswear,
Forever, ay! and then!

The time has come, has come, when the Christ's
cross
Must yield, its gentle message give way to the
sword;
When man must count love and forgiveness loss,
And by the wish to slay, to slay, alone be stirred.

From the Toronto *World* we take another poem of recognition.

THE CHAMPIONS

(In Memoriam Lieutenants Malone, Aggett, and Many Others)

BY ALBERT E. S. SMYTH

Ennobled by the mightiness of Life
That poured its valor in their eager souls,
They turned from boyhood and the pleasant
goals
Of sport and home and love, to join the strife
Of God and Chaos, following the fife
And drum of sun-helmed Michael, who controls
The cosmic war, and as the battle rolls,
Leads the young Champions where death most
is rife.

Some lost their bodies, garments of the flesh,
Yet they will come anew, but now they rest,
A glorious company, in realms of light;
With joy they'll come, their spirits to enmesh
Once more in dust, still plighted to the quest,
To clear the world of all the brood of night.

These verses in memory of Lieut. George Mihleder, who died in an aviation crash, appeared in the Franklin (Pa.) *Venango Daily Herald* on the day of his burial.

TO THE DEAD KNIGHT

BY WILLIAM P. F. FERGUSON

Sleep well, dead lad, Knight of the Azure Blue!
Sleep well, thy stately sleep amid the bloom!
Love holds thee dear; Faith hails thee leal and
true;
Proud Honor weaves rich chaplets for thy tomb.

Dead in the splendor of thy golden youth,
Dead in the promise of thy dawning day,
Yet ne'er to die, immortalized in Truth,
A living star in Freedom's sky away!

Deathless to ride, in never-ending flight,
Through vaulted domes of spanless spaces far,
Close to the founts of quenchless, radiant light,
Where, glory-crowned, God's fadeless heroes are.

They hold thee not—these hills where thou wast
born,
Nor yet these hearts that love thee, warm and
dear;
Now art thou ray of that eternal morn
That breaks in ceaseless splendor, year on year.

The *Northwestern Christian Advocate*, of Chicago, prints a touching lullaby of the dead from the pen of its editor:

SLEEP, LADDIE, SLEEP

BY ELBERT ROBB ZARING

[The War Department announced that on recommendation of General Pershing no bodies of deceased officers and soldiers would be sent to this country until after the close of the war.]

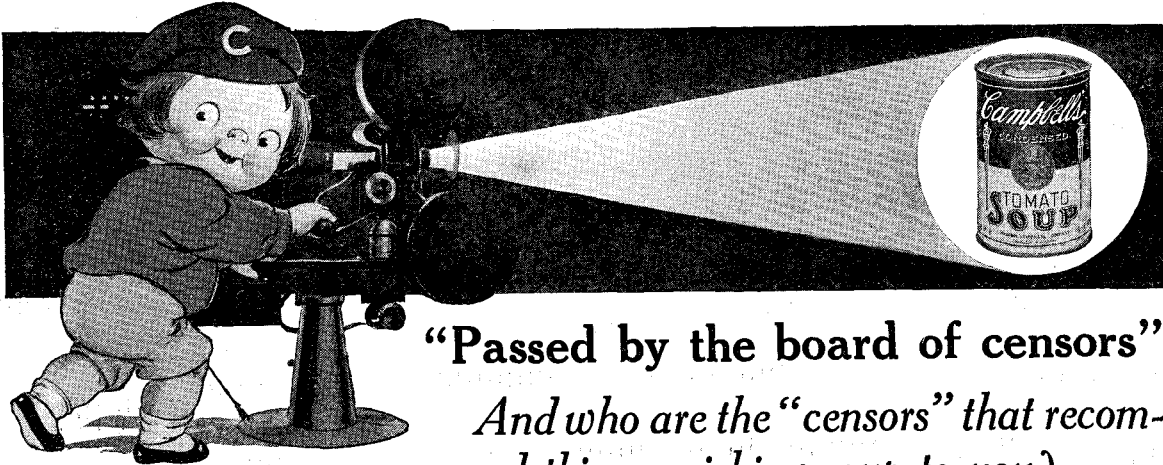
Under the lilies of France they lie,
Silently taking their last, long rest;
And the soft breeze murmurs in passing by,
While rivulets echo the tender behest.
Sleep, laddie, sleep.

While onward shall pour the victorious band,
And the Teuton be crumpled behind his frontier;
Tho the hoarse shout of triumph shall fill all the
land,
And an eagerly listening world shall hear.
Sleep, laddie, sleep.

When our boys shall at last sail back o'er the deep
With freedom established forever and ay,
They shall not be unmindful, O lad, in your sleep,
But tenderly stooping shall bear you away
So sweetly sleeping.

And under the lilies of home you shall rest
Where nature seems poised in tenderest prayer;
And the thought of a lad who went over the crest
Shall render that mound surpassingly fair
While you sleep, laddie, sleep.

"With joy I reveal this moving appeal—
A reel that is soup and a soup that is *real*!"



"Passed by the board of censors"

And who are the "censors" that recommend this nourishing soup to you?

They include the ablest critics you could name—leading dietitians who have made a life study of food values, skilful chefs, practical housewives, sensible physicians who know that a keen appetite and good digestion are the first thing to consider in building up strength and energy. They all endorse

Campbell's Tomato Soup

They endorse it not only for its wholesome quality and tempting flavor, but for its special value in strengthening digestion and creating a healthy appetite.

We use choice vine-ripened tomatoes, grown largely on our own farms. And we blend the pure juice with other nourishing ingredients of the same high quality.

The soup is perfectly cooked by the improved Campbell method. It comes to you hermetically sealed, and with all the original fresh tomato flavor and tonic zest completely retained.

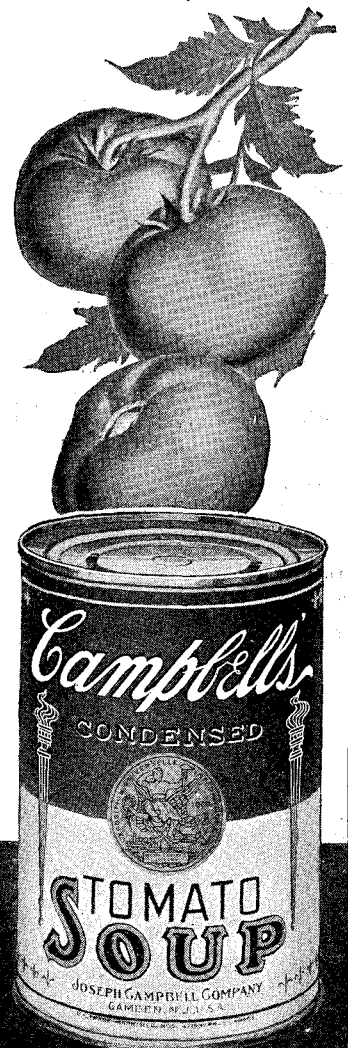
Every can provides you with twice its volume of invigorating soup, all ready for your table in three minutes with no labor nor cooking cost for you.

Order a dozen at a time. That is the practical and convenient way.

21 kinds 12c a can

Campbell's SOUPS

LOOK FOR THE RED-AND-WHITE LABEL



If Children Kept Store

—they would surely sell their favorite cereal, Grape-Nuts, to every customer.

And it is very fortunate that this ready-cooked, delicious food which appeals so strongly to the children's taste, is also best for their healthful development.

"There's a Reason" for Grape-Nuts



Secretary of the Navy Daniels:

"Nothing is more important than the preservation of the moral and physical health of our soldiers and sailors, and I am sure that this book will perform a real patriotic service to the country. . . . I am impressed with the straightforward and practical advice and information which it contains."

HEALTH FOR THE SOLDIER AND SAILOR

By PROF. IRVING FISHER of Yale University, Chairman Hygiene Reference Board of the Life Extension Institute (which includes the Surgeons-General of the Army and Navy) and EUGENE LYMAN FISK, M.D., Medical Director, Life Extension Institute.

Packed with Information on

Camp Life	Poisons
Alcohol	Tea and Coffee
Tobacco	Care of the Teeth and Gums
Outdoor Living	The Folly of Worry
Outdoor Sleeping	Parasites
Constipation	Housing
Proper Carriage of the Body	Clothing
Necessity for Cleanliness	Classification of Foods—Fuel,
Mental Poise	Building, and Regulating
The Venereal Peril	Diets
Care of the Feet	Drug Habits
Deep Breathing	Colds
Quantity and Quality of Food	Activity
Required	Work, Play, and Sleep

As a gift to a friend or relative in the Army or Navy this little book will prove of far-reaching value in preserving the health and even life itself. All royalties on this book go into the philanthropic work of the Life Extension Institute.

Khaki cloth, pocket-size, 60c net; postpaid, 64c
FUNK & WAGNALLS COMPANY, NEW YORK

YALE

The safest road to security—"Yale"

The short and certain road to protection that protects, to security that safeguards, is to equip your home with locks and hardware bearing the trade-mark "Yale."

See your hardware dealer today.

Whether it's for a Night Latch, Padlock, Door Closer, Cabinet Lock, or Builders' Hardware. They are all "Yale." All "Yale" trade-marked—all made by the makers of the Yale Chain Block.

The Yale & Towne Mfg. Co.
9 East 40th St., New York City

Chicago Office:
77 East Lake Street

Canadian
Yale & Towne
Ltd.
St. Catharines
Ontario

REVIEWS OF NEW BOOKS

PROF. MCMASTER'S BIOGRAPHY OF THE FOUNDER OF GIRARD COLLEGE

McMaster, John Bach. *The Life and Times of Stephen Girard, Mariner and Merchant.* With illustrations in color and doubletone. Two vols., 8vo. Pp. xi-467, xvi-481. Philadelphia and London: J. B. Lippincott Company. \$5. Postage, 30 cents.

Of Stephen Girard, cabin-boy, owner of shipping, merchant, banker, rescuer of the United States Treasury from bankruptcy, and philanthropist, the present generation knows almost nothing, except that he was the founder of Girard College. Aside from this its information concerning him is rather in the line of notoriety than of celebrity. As a celebrity, his reputation is mainly confined to Philadelphians, or to visitors there, and is usually comprised in familiarity with the following paragraph in his will, which he made one of the provisions for the governance of Girard College for white male orphans:

"No ecclesiastic, missionary, or minister of any sect whatsoever, shall ever hold or exercise any station or duty whatever in the said College; nor shall any such person ever be admitted for any purpose, or as a visitor, within the premises appropriated to the purposes of the said college. In making this restriction I do not mean to cast any reflection upon any sect or person whatever; but, as there is such a multitude of sects, and such diversity of opinion among them, I desire to keep the tender minds of the orphans, who are to derive advantage from this bequest, free from the excitements which clashing doctrines and sectarian controversy are apt to produce."

Stephen Girard was the second child and eldest son of Pierre Girard, port captain and later a Burgess of Bordeaux. He was born in a suburb of that city in 1750 and died in 1831. His life covered, therefore, one of the most stirring periods in history, second in importance only to that in which we live. Among the great issues settled in his time were the independence of the United States, the freedom from domination of Europe by the French in the world-war of 1793-1815, and the relation of England to travel on the seas as influenced by the British-American war of 1812. By virtue of his business as merchant-trader, with ships sailing to many ports, with factors and captains reporting to him on the political, diplomatic, and economic situations wherever his business sent them, he was kept informed of conditions in the world of politics and business as was perhaps no other man of his time. All this knowledge he made tributary to his commercial success. And when his biographer tells us that the extant records containing this information consist of more than 50,000 pieces, 36,000 of which are letters from his captains, agents, etc., dating from Petrograd to Trieste, from China, the East and West Indies, and South America; that 14,000 are in letter-books, etc.; and that full use has been made of all these, the value of the two volumes before us may be imagined, but must be studied to be fully realized. The volumes, in fact, reach the proportion of a source book for business conditions, as well as for side-lights on the political history of the regions covered during that eventful period.

Of Stephen's early boyhood little is known. When twelve years of age he was left a half-orphan by the death of his mother. When fourteen he went as cabin-boy on his first voyage to Santo Domingo on a vessel in which his father had an interest. By 1773, after five more voyages, he received a license as captain or pilot of

merchantmen, and made his first venture in a small way to Port-au-Prince, in 1774, acting as factor also for the rest of the cargo. But the venture was a failure. He was unable to pay the merchants from whom he bought his goods, and obtained a discharge from the vessel, avoiding his creditors by failure to return. Later he paid the debts he had incurred. From Port-au-Prince he went to New York, became mate and then captain on short voyages till the Revolutionary War broke out. He arrived in Philadelphia in 1774, as half-owner of the *bateau La Jeune Babé*. Philadelphia was then the most populous city of the Colonies, with 24,000 people, five newspapers mostly dealing in advertisements, including advertisements for runaway slaves and servants, and news of the debates of Parliament. This was Girard's home for fifty-five years—or till his death.

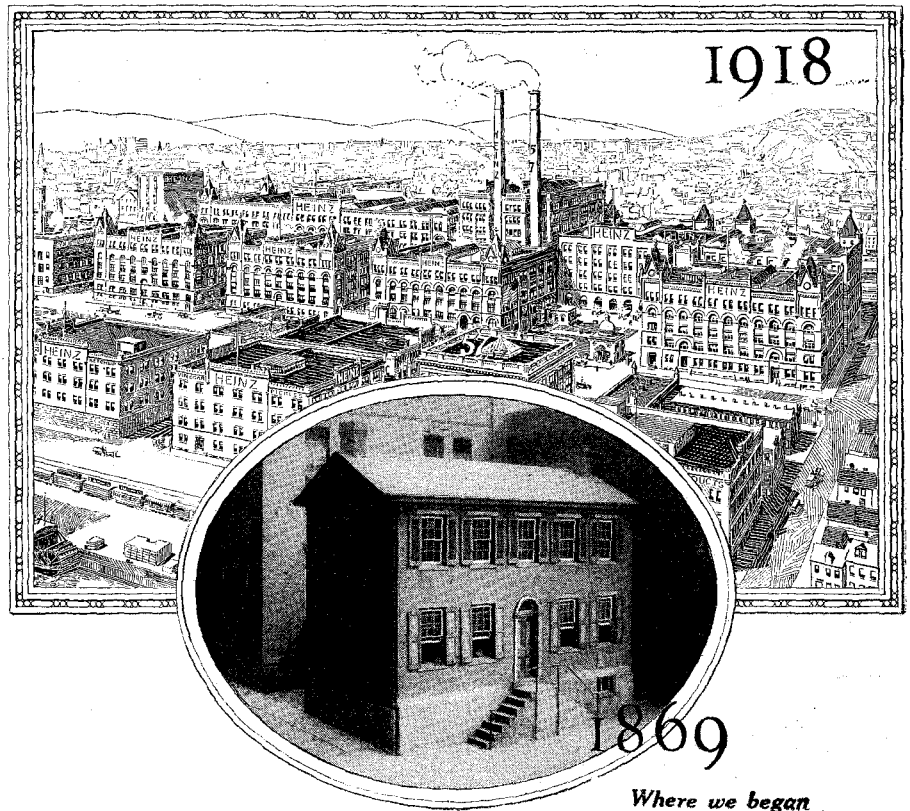
There he began trade with Santo Domingo, as a Frenchman engaged in shipping sometimes under charter, but always with vessels owned fully or in part by himself. In 1778 and 1779 he took the two oaths that made him a free citizen of Pennsylvania. He continued his business also on commission, associating with himself at different times many others, including his brother Jean, who, however, proved rather a liability than an asset.

In following out his career as a merchant partner and owner of shipping, the one thing that seems to stand out is the apparently appalling number of losses from wrecks, captures, sequestration, and edicts of non-intercourse, to which he was subject. What requires patience, pen, and paper to verify is the immense profits that many successful voyages brought in. These profits (estimated by himself at "from 100 to 200 per cent.") he soon began to invest in houses and lands—a practise which he continued till the end of his life—one of the latest ventures being a purchase of coal-lands. In a growing center in the course of a long life he found these investments immensely profitable, as they have been since his death.

Troubles on sea and land caused by war increased both risk and profit. We think prices of produce high now, but think of "Coffee by the quantity fourteen dollars, and tea forty dollars per pound; rum 120 dollars a hogshead, and lard seven to eight dollars a pound." How his fortune, unparalleled in those days, was brought together is illustrated by the voyage, years later, of the *Liberty*, whose cargo "consisted of 2,052 barrels and 220 half-barrels of superfine flour which, packed in the hold of the *Liberty*, cost Girard \$10.68 per barrel. The sale at \$22.50 per barrel on board yielded a profit of \$11.82 per barrel, or, less the commission, some \$25,000."

As a philanthropist, Girard's fame does not rest alone on the institution he founded. After the revolution in Santo Domingo, in 1791, he proved a benefactor to as many of the refugees as he could reach. In the yellow-fever pestilences in Philadelphia in 1793, 1798, and 1802, he won the gratitude of people and Government and received a testimonial in plate for devoted personal service. In the founding, supporting, and rescuing the United States Bank in Philadelphia he became a staunch and patriotic supporter of the Government in times that were parlous. We are to remember in connection with this matter what the author recounts:

"Girard, when our war with Great Britain opened in 1812, was possessed of far



The words

HEINZ 57 Varieties

stand for good things to eat

IN all grocery stores, in many markets, delicatessen shops and other places where things to eat are sold, you will find some of the 57 Varieties. In many places you will find all of them.

Some of these varieties are foods; others are condiments or relishes intended to give an appetizing taste to other foods. All of them, whether foods or relishes, have one very great thing in common—one thing that makes them characteristically Heinz—they are all good to eat. They are all made of good materials—the choicest that can be raised, or bought, or made. Many of the fruits and vegetables used are grown under our own supervision, from our own selected seed in those localities where we have found that soil and climate combine to produce the best.

**They are all clean, all pure—
all wholesome**

They all have just the right flavor, that perfect taste which makes them so likeable, the result of careful cooking and preparation, the work of men and women who have spent their lives in the work of making food taste as good as it should.

Heinz has many plants, preserving kitchens, salting stations, warehouses, all over the world, and thousands of happy, enthusiastic, loyal work people to keep the promise that wherever you find a product bearing the name "Heinz" on the label, that product is good to eat.

**Baked Beans, Spaghetti, Tomato Soup, Tomato Ketchup,
Pickles, Vinegar, Olive Oil, etc.**

All Heinz goods sold in Canada are packed in Canada

more wealth than, with safety, he could use in his commercial ventures. He turned, therefore, to banking, became the first private banker in our country, and rose rapidly to importance in national finance. His letters at this period reveal the troubles which beset him from the hostility of the Philadelphia banks and the legislature of Pennsylvania, and show how, with David Parish, by his great subscription, he enabled the Government to float a loan of \$16,000,000, for which the people of the entire country had not subscribed 50 per cent. When the second Bank of the United States was chartered and the stock did not sell, it was his subscription of \$3,000,000 that made it possible for the directors to complete the organization of the bank and begin business."

While the conduct of his own bank (the first private institution of the kind in the United States) hardly comes under the head of philanthropy, the spirit of concession to and forbearance with those (including the established banks and the legislature) who opposed him was thoroughly admirable in its restraint, freedom from bitterness, and patience. Intimation has already been conveyed of the wealth of political information conveyed by the two volumes. Here is an example—an account, written to Girard by a Mr. Hoskins, of operations before New Orleans in our War of 1812 with Great Britain:

"From the best information I have been able to procure it would appear that the inhabitants of that part of this State, called the *Terre aux Bœufs*, who are principally Spaniards, which is about seven leagues from this, favored the descent of the enemy in such way that it was not known here till (sic) the third day, when a party presented themselves at the plantation of Mr. Villaret, about four miles distant, where they made his son prisoner, the father being in town, who, however, found means to escape and brought the news between one and two o'clock in the afternoon. Fortunately 3,000 infantry and 2,000 cavalry arrived from Tennessee (sic) the day before. Everything was alarm and confusion in town. General Jackson immediately went himself and was followed by all the troops with militia. Every one was anxious to meet the enemy. It is impossible to paint in colors sufficiently strong the ardor, alacrity, and activity of all classes. Soldiers and citizens were all confounded in that heroic patriotism so congenial to the souls of freemen and fired with that martial desire not only to repulse but to scourge the enemy of the human race. As fast as the troops arrived on the field they attacked the enemy, who persisted to take our cannon, but were sabred on our pieces by the volunteer companies from this town, and towards nine o'clock they were driven about two leagues with loss; we have to regret some braves. The General ordered the ground to which the English had retired to be inundated, but unfortunately the low state of the river did not permit the water to rise so high as he wished. General Coffee with the cavalry was sent on to their rear where he seized on and drove off all the live stock, after which both armies contented themselves by observing each other and throwing up some fortifications till Monday at daylight when the enemy advanced in three columns under cover of their artillery and Congreve rockets. But our artillery was so well served that in a short time all theirs was dismounted. They, however, continued to advance, till a party of our Tennessee riflemen, who, under cover of the woods, had got into their rear, poured into them a most galling fire. This induced a precipitate (sic) retreat. We did not pursue them. There are several gun-boats and other small vessels stationed to take them in flank, whenever

they present themselves along the river. Our position is strong and susceptible of an easy defense. Both armies since have only continued to maneuver. It would appear if I am permitted to have an opinion, that General Jackson is waiting for reinforcements that are hourly expected, as I understand about 6,000 men, 3,000 of them from Kentucky, were at the mouth of the Cumberland River the 7th instant, not that he has not sufficient force with him, which is about 10,000 and the English 7,000, as one of their deserters told me, but in order by a great superiority of numbers to make up for that *ensemble de mouvement* which is the life and force of a regular army."

The biographer of Girard has lived up to his reputation as a historian of the first rank. He throws needed light on the international and commercial affairs of the times, while faithful to his duty as biographer. In the first sentences of his preface he thus sums up the life-work of his subject:

"Stephen Girard by will bequeathed to the Commonwealth of Pennsylvania \$300,000 and to the city of Philadelphia cash and real estate amounting in 1831 to over \$6,000,000. Never before had a private citizen of the United States bequeathed so vast a sum for the public good. By careful management the invested capital of the various trust funds created by his will now amounts to over \$32,700,000."

If there be anything to criticize in the volumes as a biography it is the closeness with which the author has followed Girard's individual ventures; the many transcriptions of directions to agents, captains, supercargoes, etc.; and the wealth of detail as to cargoes and prices. But these are a part of Professor McMaster's method. They compel the reader's close attention, and leave him to form a conclusion as to the subject's mind and character.

OTHER BOOKS WORTH WHILE

Townsend, Charles Wendell, M.D. In Audubon's Labrador. With Illustrations and a Map. Pp. 354. Boston and New York: Houghton Mifflin Company. \$2.50 net. Postage, 12 cents.

After dreaming, since boyhood, of seeing Labrador as Audubon saw it in 1833, Dr. Townsend was able, in 1915, to realize his dream. This volume, with its more than sixty illustrations, pictures and describes the region visited, the scattered people there, and the many varieties of birds. Every reader with an innate love for travel will enjoy these pages, boggy and bleak and too often barren as Labrador is, even in summer; and the ornithologist will with the author delight in his careful study of the birds. He admires even the cormorant, or some of its habits, altho commonly it is not considered attractive. In addition to his bird lore he teaches much geography not found in books of study. He is an intense lover of wild life, this ornithologist, and a close observer of it. And he writes with equal and fascinating care.

Balch, Emily Greene. Approaches to the Great Settlement. With an introduction by Norman Angel. New York: B. W. Heusch. 1918. \$1.50 net. Postage, 14 cents.

Miss Balch's book is a summary of war-aims, arranged in chronological order, as enunciated by President Wilson, Lloyd George, Count von Czernin, von Bethmann-Hollweg, and labor groups. By assembling and bringing out the salient points of these rapidly accumulating historical documents Miss Balch has rendered real service to those who are eager to trace the development of war-aims. Significant was it that Mr. Balfour, in explanation of

the British war-aims, stated in January, 1917, that an enduring peace required that the aggressive and unscrupulous methods of the Central Powers should fall into disrepute among their own peoples. Eight months later President Wilson reduced this idea to its fundamentals—distrust of the present form of the German Government. This, as well as the failure of the Germans to insist in their reply to the Pope's peace proposals, as they had insisted in previous notes, upon a German victory, were suggestive of the results of this new diplomacy. The summaries and extracts from these communications are set forth without comment. Comment is reserved for the final chapter—an able analysis of the forces at work in each of the warring nations, their respective methods, and the issues at stake. The text is supplemented by reprints of the increasingly significant pronouncements of labor groups and by a bibliography of more recent books and magazine articles dealing with the terms of settlement. The work forms an admirable hand-book for the citizen-student of world affairs.

Wanamaker, R. M. The Voice of Lincoln. Pp. 363. New York: Charles Scribner's Sons. \$2.50 net. Postage, 15 cents.

Another Lincoln book? Yes, by a judge of the Supreme Court of Ohio. It may give little that has not been given already, but the grouping is different, of facts and utterances. In it are assembled, "from the authenticated records as compiled by others, the significant and symptomatic facts" of Abraham Lincoln's life, with a wish, as Judge Wanamaker says, "to present to young America, and to the world, our type of true Americanism." It was natural for a man of legal mind to devote more space (three chapters) to "Lincoln the Lawyer" than to Lincoln in any other one phase. Yet other chapters, on "Lincoln the Logician" (two of these), "Lincoln Language," "Lincoln on Government," and (let us hope) "His Passion for Justice," are akin in spirit and not less interesting. So, likewise, with still other chapters of the twenty comprehended in this volume. Together they afford clear insight into Lincoln's character as revealed by himself, with a textual narrative linking them admirably together. "The Voice of Lincoln" may well keep on sounding in every home.

Dane, Clemence. First the Blade. Pp. 317. New York: The Macmillan Company. \$1.50. Postage, 12 cents.

The author calls this, strangely, a "comedy of growth," but it seems much more like tragedy, and the interested reader is constantly conscious of pathos and serious drama. Our attention is engrossed with Laura Valentine and Justin Cloud from their childhood to the end of the book, which leaves us undecided about the ultimate outcome of the story, but the psychological problems involved, the intricate building and developing of two unusual characters are worthy of serious and analytical study. It is a love story—an interesting one—and yet terribly disquieting, for Laura is so tantalizing in her self-effacement, and Justin so incredibly blind and selfish that we should like to shake them both. What would have happened to Justin if the war had not taught him a new sense of humor and proportion, is problematical. Laura had tried to jar him awake and failed, but, at the last, in his farewell to Laura, we see a glimmering hope that he will return and that they will "live happy ever after."



Brute Strength

It's built into 'Nobby Cord' Truck Tires.

Many layers of tough powerful cords give these huge heavy-duty pneumatics tremendous strength—unlimited endurance.

'Nobby Cords' take punishment—lots of it.

Yet they roll tremendous burdens easily and gently—cushioning them perfectly against the pounding of bumps and ruts.

'Nobby Cords' will speed up your truck—and *speed is vital today.*

At the same time they will keep down depreciation—cut repair bills—and materially lengthen the life of the truck.

Because for over 76 years we have led the way in the rubber industry,

- because we have pioneered in building tires of all kinds,
- because we built the first pneumatic truck tire,
- because we have spent years in perfecting pneumatic tires for heavy duty work,
- we are able to give 'Nobby Cords' the brute strength that stands supreme.

Now—when use of your truck is patriotism—use the tires that have conclusively proved their dependability and economy,

—'Nobby Cord' Truck Tires.

For passenger cars: 'Royal Cord', 'Nobby', 'Chain', 'Usco' and 'Plain'. Also Tires for Motorcycles, Bicycles, Airplanes, and Solid Tires for Trucks.

United States Tires
are Good Tires



"I want her to have nice hair"

"GIRLS can't be really and truly pretty, you know, unless they have nice hair—" and this young mother added, emphatically, as she reached for the cake of PACKER'S TAR SOAP—"I'm going to see that *this* young lady *has* nice hair!"

And the key to "nice" hair is—?

A regularly-cared-for, well-nourished scalp.

How, then, does PACKER'S TAR SOAP help?

Its pleasant, piney lather not only thoroughly cleanses and invigorates the scalp, but actually improves the hair both in quality and looks.

This provident young mother, by the way, achieves her proudest results by following the simple directions that come with each cake of "PACKER'S." A sample half-cake will show you a way to the same "proud" results. Sent for 10 cents.

Write for our Manual, "The Hair and Scalp—Modern Care and Treatment," 36 pages of practical information. Sent free on request.

PACKER'S TAR SOAP

PACKER'S LIQUID TAR SOAP, delicately perfumed, cleanses delightfully and refreshes the scalp—keeping the hair soft and attractive. Liberal sample bottle 10 cents.

THE PACKER MANUFACTURING COMPANY
Department 84A, 81 Fulton Street, New York City



Kleiser, Grenville. How to Build Mental Power. Pp. 607. New York and London: Funk & Wagnalls Company. \$3 net. Postage, 16 cents.

Whether one is to employ his or her mind in teaching, in writing, in public speech, or in private conversation, this extended volume, carefully read if not more carefully studied, must be of real benefit. Prepared by the author of many popular books and several educational Correspondence Courses, it really forms a course in mental training, founded on a belief that "the mind is the supreme originating, constructive force in all human endeavor, and that right mental culture is a direct means to refinement and nobility of life." Its contents, in twenty-one lessons and almost as many exercises, plus a key to many of these, cover Concentration, Reflection, Memory, Imagination, Judgment, Will, Observation, Intuition, and Constructive Thinking. They are presented in a very personal style—are clear, direct, inspiring, and make a forceful appeal.

Bigelow, Glenna Lindsley. Liège, on the Line of March. Pp. 156. London and New York: John Lane Company. \$1. Postage, 10 cents.

The author of this "first-hand account" of the German invasion of Belgium is an American girl who was an inmate of the Château d'Angleur, in the family of Mons. X., a famous Belgian banker, and, tho a neutral subject, was unable to get away until November, 1914. She kept this journal for the benefit of her family, and records the terrible experiences of each day, different battles, the twelve days' bombardment of Liège, the care of the wounded and burned soldiers at forts, her impression of the invading Prussians, and stories told her by others. The book ends with an account of her final escape to Paris, and a poetic appreciation of Paris as "the beautiful city of dreams," "inimitable Paris!" It is a vivid and serious story of the thrilling, historic days of Belgium's trial.

McLaren, Barbara. Women of the War. Introduction by H. H. Asquith, M.P. Pp. 160. New York: George H. Doran Company. \$1.25. Postage, 12 cents.

This is a vivid story of the achievements of women in England during the war—"windows through which may be seen that wide vista which has for its foreground the fulfilment of the great tasks of the war, and for its background a limitless horizon of potential effort." Mr. Asquith writes an introduction in which he pays high tribute to those who "have done and are doing things which, before the war, most of us would have said were both foreign to their nature and beyond their physical ability." It would be impossible to sketch all the activities in which these women have shone, but they cover all phases of motor mechanism, chemical experiments, aeroplane construction, Red-Cross work, housing and canteen work, war-camp libraries, agriculture and munition work, police, and factory-work. "Nor can it be doubted that these experiences and achievements will, when the war is over, have a permanent effect upon the statesman's and the economist's conception of the powers and functions of women in the reconstructed world." There are portraits of the women described. The book claims to be a trustworthy and uncolored delineation of actual fact.

Fabre, Jean-Henri. The Wonders of Instinct. Illustrated. Pp. 322. New York: The Century Company. \$3. Postage, 18 cents.

There are no words too enthusiastic, no praise is too high, for this work of Fabre's old age, when his home—"his harma"—his untilled expanse of country

in the south of France became his outdoor laboratory for studying the insect life that abounded there. The great French poet-naturalist had unbounded enthusiasm, a passion for scientific truths, and an affectionate philosophy that make his records as thrilling as fairy-stories, and they possess the weighty importance of vital truths. He studies in the most fascinating way grasshoppers, burying-beetles, spiders, glow-worms, and tells many practical and helpful instructive facts about the blue-bottle, and the singular manners and customs of the cabbage-caterpillar and the pine processionary. All nature lovers will thoroughly enjoy this attractive work.

Rinehart, Mary Roberts. Tenting To-Night. Illustrated. Pp. 188. Boston and New York: Houghton Mifflin Company. \$1.75. Postage, 14 cents.

This "chronicle of adventure and sport in Glacier Park and the Cascade Mountains" describes a trip which Mrs. Rhinehart took with her husband and three sons. Every lover of outdoor life will revel in her thrilling experiences which are related in a breezy, intimate way that helps the reader to visualize the marvelous Western mountains, the grandeur of the scenery, and the fascination of hunting, fishing, shooting rapids, horseback traveling, and doing things "never done by a woman before." It was a strenuous trip, sometimes very dangerous, but it abounds in interesting and exciting episodes and pictures the wonders of nature in an alluring way. Mrs. Rinehart's style is satisfactory, humorous but never flippant, and reveals the drawbacks to such a trip as faithfully as its attractiveness. From her own description, certainly, we gather that such a trip should be taken only by "good sports." She must have been one of the elect. The illustrations are beautiful and help to make her narrative compelling and impressive.

Le Queux, William. Love Intrigues of the Kaiser's Sons. Pp. 320. New York: John Lane Company. \$2. Postage, 12 cents.

The title of this book is self-explanatory and calls for at least the comment that it was questionable taste to resort to popular scandal for a "best-seller." It deals with episodes in the lives of the Hohenzollern princes, which the author describes in detail. He shows how little power there was in Prussian discipline to curb the tendencies of the Kaiser's sons. The author presents secrets which may please and attract a certain class of readers.

Withington, Robert. English Pageantry. An Historical Outline. 4to. Vol. I, pp. xx-258. Cambridge: Harvard University Press. \$3.50. Postage, 24 cents.

Most modern things have a long ancestry. The California "rose festivals," for instance, are a long distance from the mistletoe celebrations of the Druids and the revels of Bacchantes and the like, yet there might easily be discovered, perhaps, a real connection. The author of this volume is concerned with the pageant in England from the time of Edward I. (1280 A.D.). But he has well oriented his subject as a whole by showing, in his first chapter, the folk elements that inhered in pageantry and gave it form. Among these are the mumming (which English-born will best remember), processions civil and religious, minstrelsy, display of armor, giants as found in mythology, animal conceptions, the "wild man," and the various sources (sacred, romantic, allegorical, mythological, etc.) whence these were drawn. One-third of the present volume is devoted to an unusually well analyzed examination of these fundamentals. Chapter II deals with the tournament, mask, and moral-



Corn Puffs

Bubbles of Hominy

Raindrop Size—Queen of All the Dainties

This is to lovers of Puffed Grains who have overlooked Corn Puffs. And to others who are missing this delight.

This is not whole corn. It is pellets of hominy, puffed to raindrop size. It is airy bubbles, sweet and toasted, flimsy, crisp and flavory.

Toasted corn, you know, has the finest flavor ever attained in a grain food.

Here is inner corn that's super-toasted by an hour of fearful heat. So the flavor is multiplied.

Then the tiny pellets are steam-exploded—puffed to eight times former size. Thus the toasted corn becomes thin globules, ready to crush at a touch.

There is nothing like them. You will be amazed that such fascinating morsels can be made from corn alone.

All Shot from Guns

Corn Puffs—like all the Puffed Grains—are made by Prof. Anderson's process. All are shot from guns. Every food cell is exploded, so that every atom feeds.

You are learning more of corn in these days. Don't overlook this supreme corn creation.

**Puffed
Rice**

**Corn
Puffs**

**Puffed
Wheat**

Each 15c Except in Far West

Any time is dancing time wherever there is a Victrola

The joy of dancing to Victor dance music! The pleasure of gaily tripping to the music of bands and orchestras whose special forte is dance music. The delight of dancing to music that is perfection itself—strong in volume, clear in tone, perfect in rhythm.

Music so superb as to take the place of an orchestra, and yet so accessible that you can have an impromptu dance at any time.

Whenever you feel like dancing, when a few friends stop in, when soldier and sailor boys are home on fur-

ough, the Victrola is always ready with the

In camp and on shipboard the Victrola enables boys in the service to have their little dances, too.

Everywhere the Victrola and Victor Dance Records are a constant invitation to dance—a source of wholesome pleasure.

Hear the newest Victor Dance Records today at any Victor dealer. He will gladly play any music you wish to hear and demonstrate the various styles of Victor and Victrola—\$12 to \$950.

Victor Talking Machine Co., Camden, N. J., U. S. A.

Berliner Gramophone Co., Montreal,
Canadian Distributors





Important Notice. Victor Records and Victor Machines are scientifically co-ordinated and synchronized in the processes of manufacture, and their use, one with the other, is absolutely essential to a perfect reproduction.

New Victor Records demonstrated at all dealers' on the 1st of each month

"Victrola" is the Registered Trade-mark of the Victor Talking Machine Company, designating the products of this Company only.

Victrola XVII, \$275
Victrola XVII, electric, \$332.50
Mahogany or oak

ity plays from the thirteenth century to the seventeenth; Chapter III with the "Royal Entry," from 1300 to 1558, in which the monarchs received the welcome of their subjects; Chapter IV with Elizabethan pageantry (1558-1602), and Chapter V with the Royal Entry from 1604 to 1822. The author intimates with sound judgment that this form of diversion and entertainment is likely to find frequent employment in the near future. A little recollection of the increasing use of this as a means of diversion, instruction, and even of propaganda in the present and immediate past confirms Mr. Withington's forecast. As a means to historical knowledge and as a guide and book of suggestions the volume is significant. The publishers have worked up to their known standard, and the illustrations are excellent.

Daggett, Mabel Potter. Women Wanted. Illustrated. Pp. 384. New York: George H. Doran Company. 1918. \$1.50.

The author of these instructive pages was sent to Europe in 1916 by *The Pictorial Review* to find out "just what this terrible cataclysm of civilization means to the woman's cause," and, having accomplished her purpose, she returned and wrote her impressions and conclusions most entertainingly, with authoritative and instructive details, especially from the standpoint of an ardent suffragette. Her style is pleasing and she makes the reader actually feel the war-atmosphere of both England and France, the delays and disappointments caused by red tape and suspicion. She chronicles great changes in the status of women: "Governments have changed also," and, as women have been called to take positions in every business and profession, the powers that be have changed laws and regulations to adjust the work to the worker and to obtain the maximum service under new conditions. Startling revelations are made in her comments on law and moral changes caused by new conditions, and she cites concrete examples of the achievements of wonderful women of all nationalities, whose work is the marvel of the age. Most illuminating are her words on "The importance of babies," and her final conclusion is most comprehensive:

"For the ultimate program toward which the modern woman movement to-day is moving is no less than Paradise regained! It may even, I think, have been worth this war to be there."

Picking a Dead One.—The Sunday-school teacher was explaining to the children how Sunday came to be instituted.

"The Lord worked for six days," she said, and rested on the seventh day. Therefore the Lord blessed the seventh day and hallowed it. Now has any child any question to ask?"

Willie put up his hand.

"Willie wishes to ask a question. What is it, Willie?"

"Why did the Lord pick such a dead day as Sunday for a holiday?" asked Willie.

Teacher couldn't explain.—*The Argonaut*.

Inherited Sang-Froid.—"What a cool and indifferent air Cora has. She acts as if she didn't know anybody was looking at her."

"Yes; she inherits that. Her father used to fry griddle-cakes in the window of a restaurant."—*Boston Transcript*.

PERSONAL GLIMPSES

THE FOURTH OF JULY CELEBRATION AT HAMEL

"LUSITANIA!"

That was the battle-cry that rang in the ears of the German foe as the American troops who went into the fight for the first time on the British front on the Fourth of July met the enemy at hand-grips. One young corporal celebrated the event by killing seven Germans. He was wounded three times himself but he seems to have thoroughly enjoyed the day.

There were only a few of the Americans compared with the number of Australian troops—among whom they fought as platoons—but those few made their mark, astounding their foreign comrades-in-arms by their ardor, discipline, and courage.

"You are going in with the Australians," their officers told them before the battle, "and those lads always deliver the goods. We expect you to do the same."

The correspondent of the *New York Times* tells the story of America's participation in the Hamel fight:

The American boys listened to these words with a light in their eyes. They were ready to take all the risks to prove their mettle. They were sure of themselves, and were tuned up to a high pitch of nervous intensity at the thought of going into battle for the first time on the Fourth of July.

There were thousands of other American soldiers desperately eager to go with them, tho a battle is not a pleasant pastime, but all their training, all their purposes in this war, and their pride in their regiments lead up to the fighting-line, and they wanted to pass the test of it and measure their spirit against its terrors and dangers. In the hearts of these men, new to war, the adventure of battle is greater than its chance of pain or death, and there is the call to the hunter's instinct in them, so they went gladly.

The Australians had many requests from American companies who were not allowed to share in the battle.

"Can't we lend you a hand?" they asked. "Can't we be of any use to you?"

In one case outside of the order of battle their offer was accepted. The Australians took so many prisoners that they found it difficult for the moment to provide a proper escort for them from the forward to the back enclosure.

"Some of your lads might help us to conduct prisoners," said an Australian officer in charge of this work.

They did help. No German prisoners had such a strong and proud escort as that provided by the Americans who had not the luck, as they thought it, to take part in the actual fighting with their comrades who had gone forward with the Australian infantry and the tanks into the smoke-clouds and the light of shell-fire.

Up there these lads from America were engulfed in the frightful excitement of battle, and found it an easier and less fearful thing than they had thought, because of the utter surprise of the enemy and the silencing of his guns, more formidable to them was the intensity of the British gun-fire which swept the ground in front of them and close to them with a backward

blast of shell-splinters and an infernal tumult of drum-fire. They could not tell at first whether it was the British barrage or the enemy's. They seemed to be in the center of its fury and were surprised to find themselves alive, still moving forward with their comrades and with the dark line of Australians on either side of them.

"The barrage passed like a storm," said an Australian officer, "leaving behind perfect peace." And it was in this peace of the battle-field like the peace of death that the Americans and Australians met groups of men who were the enemy—strange, uncanny creatures, many of them in gas-masks and with hands up in submission, knowing that surrender was their only chance of life. Those who showed any fight, like some who used their machine guns to the last, had hardly a thread of a chance.

The Americans were not tender-hearted in that eighty minutes of the advance to the ultimate objective with any of the enemy who tried to bar their way. They went forward with fixt bayonets, shouting the word "*Lusitania*" as a battle-cry.

Again and again the Australians heard that word on American lips, as if there was something in the sound of it strengthening to their souls and terrifying to the enemy. They might well have been terrified—any German who heard that name—for to the American soldiers it is a call for vengeance.

It was really a grand Fourth for corporals. Another young officer who was placed in charge of twenty-four of his comrades tells how they foregathered on the night before going into the line, and, not knowing whether they should ever see each other again after the battle, shook hands and resolved to inflict as great a loss upon the enemy as possible, for that was really their duty and what they were there for anyway. Says the *Times* correspondent:

None of them had seen the front-line trench before, as their regiment had come to France only a few weeks ago, and for the first time they saw shell-fire, and then, two minutes before the attack, a barrage. It astounded them so that they held their breath, but they kept their nerve.

"It was a real Fourth of July celebration," said one boy.

The line of country in front of them to Hamel Village and the trench system beyond was over a little ridge and then into a valley, and then over another small ridge of ground. In the valley they were held up for a few minutes by some barbed wire and machine-gun fire, but got forward and did not meet much trouble in Hamel.

It was beyond that, in the trench system, that the Germans fought hard, tho some surrendered without fighting. Two of them ran forward, shouting "*Kamerad*" to the young American corporal, who did not understand their meaning and would have killed them but for an officer, who told him not to. Then a little later he was wounded by a bullet, and as he stumbled to his knees two Germans ran at him with bayonets. He had his finger on the trigger of his rifle, and shot one dead as he came forward. But the other "drew near with bayonet lowered. Then," said this corporal, who is not more than a boy in looks, "I knew I had to get up and fight him like a man."

He stood up in spite of his wound, and, with his fixt bayonet, turned aside a lunge which the German made to kill him, and

Why does the leader lead?

The public has a right to know

Every industry has its leader. Almost invariably that leader has risen to his place through long years of earnest effort. Gradually the public discovers his goods and, though he build his house in the woods, the world will make a beaten path to his door.

Then comes a day when that leader feels that he should, in recognition of those who have faith in him, come forward and tell the why and wherefore of his success.

Let us start.

You are not—you should not be—satisfied with our mere assertion that Cinco cigars are milder, better made and contain more Havana tobacco than any other cigar of a like price. You want to know—very properly—why they are better.

This is the story.

Cinco was started on the theory that the public would favor a better product than had yet been offered.

The elder William Eisenlohr was a tobacco expert who had learned to reduce Pennsylvania tobacco to exceptional mildness. After his son Otto became associated with him, they brought the blending of tobacco to a science.

It was the theory of Otto Eisenlohr and his three brothers that if domestic tobacco could be further aged and cured, it could be brought to a flavor so nearly neutral that it would serve



chiefly as a vehicle for carrying the Havana tobacco, and in such a way that the Havana flavor would be decidedly predominant.

This proved to be entirely feasible.

That is exactly the reason for the mildness of Cinco cigars. That is why Cinco possesses a distinct Havana flavor that is not found in any other cigar at anywhere near the price.

The *type* of Havana tobacco required—the *process* of curing the domestic leaf—the *time* required for each step—*these are Eisenlohr's secrets*. Even if divulged, however, they might never be adopted for other cigars. For the extra aging ties up much capital—the curing demands costly equipment—the extra handling and the extra Havana are expensive.

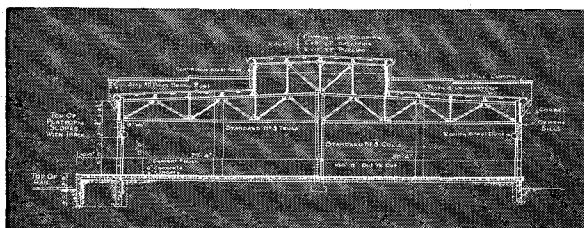
True enough, Cinco costs your dealer a little more than other cigars retailing at 6 cents. But not a fraction of a cent more than it is worth.

Our interest in the public is a selfish one. So long as we give you better value for your money than you can get elsewhere you will be interested in Cinco cigars—no longer.

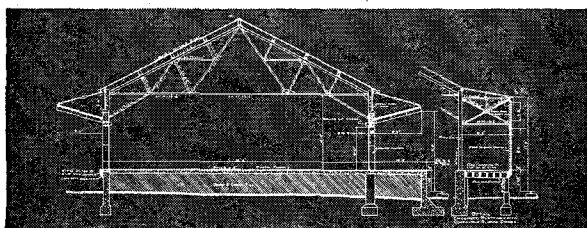
Each year the demand for Cinco exceeds the production. This has been our assurance that our manufacturing methods excel.

Otto Eisenlohr & Bros., Incorporated
Philadelphia
Established 1850

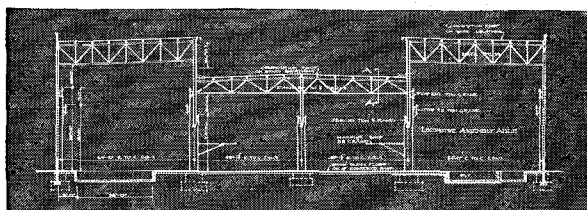
STICK TO **Cinco** - IT'S SAFE



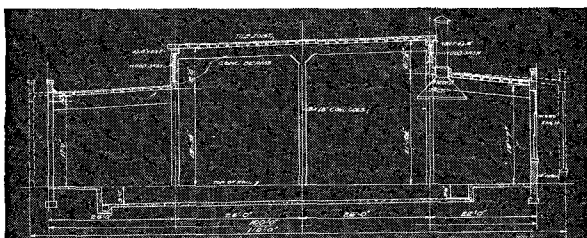
Austin Freight Storage Warehouse. 100 ft. wide, can be any length in multiples of 20 ft.



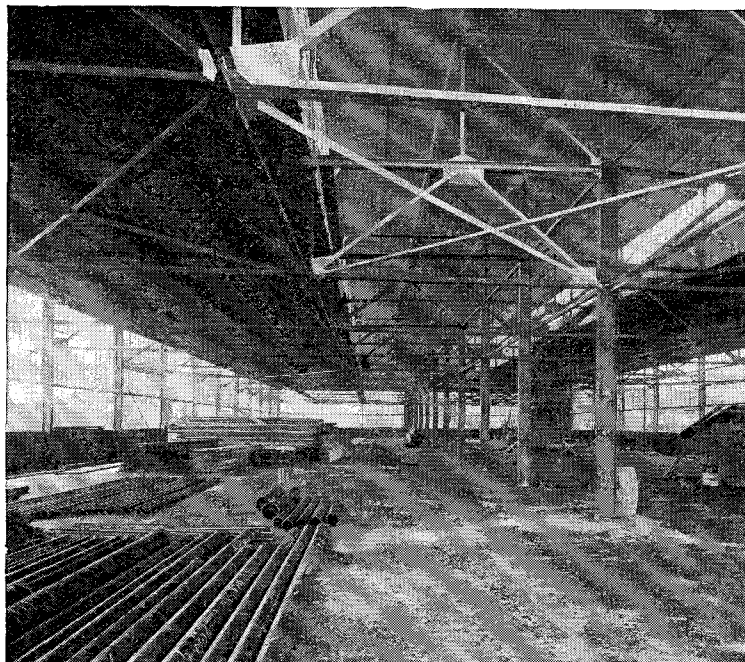
Austin Inbound Freight House. 52 ft. wide. Has 10 ft. platform with marquee. Any length in multiples of 20 ft. 300 ft. guaranteed in 30 working-days.



Austin Standard adapted to Locomotive-erecting and Machine shop—500 ft. of this substantial structure in 90 working-days.



Austin Railway Round House—A standard type of round house construction with unusual flexibility. A 20-stall structure completed in 90 working-days.



Austin Standard Type, reasonable amount of which can be erected in 30 working-days.

Railway Buildings in 30 Working-Days

If you need Railway Buildings in record time, wire Austin. If you need Railway Freight Storage Warehouses in 30 working-days, wire Austin. If you will have need for Railway Locomotive-Erecting and Machine Shops, and Round Houses, before snow flies, wire Austin.

The same Austin Building Service that has made so many records in the construction of industrial buildings of every conceivable kind is now being applied to Railway Construction with equally remarkable results.

Examine the cross-sections of Austin Standards for Railway Buildings shown on this page. Here are a few of the sturdy and substantial buildings the Austin Company is ready to erect in quick time at any point on your line.

Austin Book of Railway Buildings

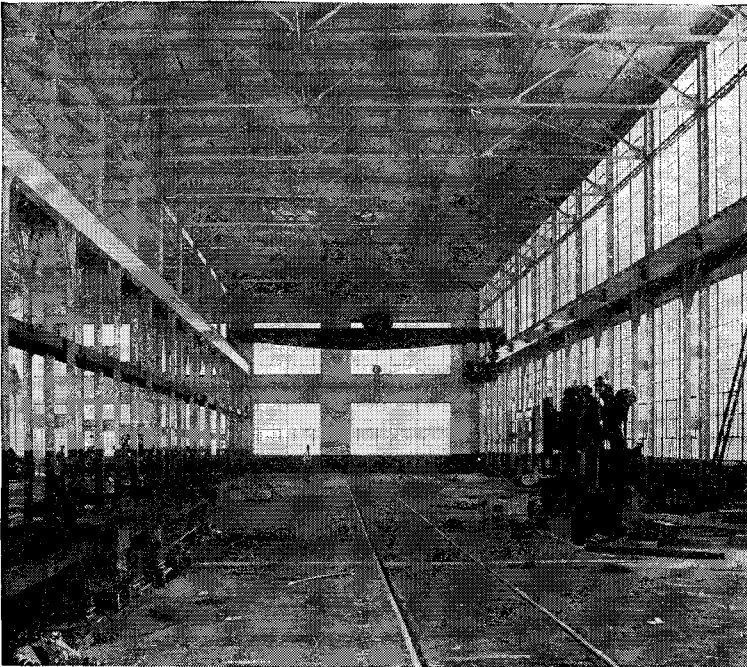
This book gives complete descriptions, cross-sections and illustrations of all Austin Standards for Railway Buildings. It contains engineering data of practical value to Railway Officials and Engineers.

THE AUSTIN COMPANY

Industrial Engineers and Builders
Cleveland, Ohio

CLEVELAND 16113 Euclid Ave., Eddy 4500
NEW YORK 217 Broadway, Barclay 8886
PHILADELPHIA
1026 Bulletin Building, Spruce 1291
WASHINGTON
1313 H Street N. W., Franklin 6420
DETROIT, 1430 Penobscot Bldg., Cherry 4466
PITTSBURGH 493 Union Arcade, Grant 6071
INDIANAPOLIS
717 Merchants Bank Building, Main 6428
CHICAGO
437 Peoples Gas Building, Harrison 8360
For Foreign Business: American Steel Export
Company, Woolworth Building, New York

AUSTIN STANDARD RAILWAY-BUILDINGS



Austin Standard Factory Buildings are sturdy and substantial. Any reasonable amount of this type can be built in 60 working-days.

Industrial Buildings Just as Quickly

There are now hundreds of examples of the sturdiness and permanency of Austin Speedy Construction scattered throughout the United States and Canada. 30-working-day delivery of a complete factory-building has made it possible for many of the country's largest manufacturers to advance production by months rather than days.

In 22 working-days from date of order The Dayton-Wright Airplane Company, Dayton, Ohio, moved into its fourth Austin Building within the year.

In 23 working-days from date of order The National Cash Register Co. began moving machinery into an Austin Building and in 30 working-days the building was delivered complete.

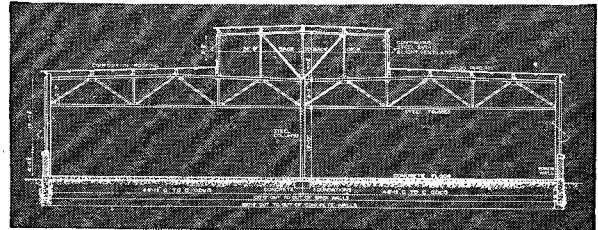
The Austin Company is prepared to give this same quick service to manufacturers in practically every field.

Austin Book of Buildings Gives Further Data

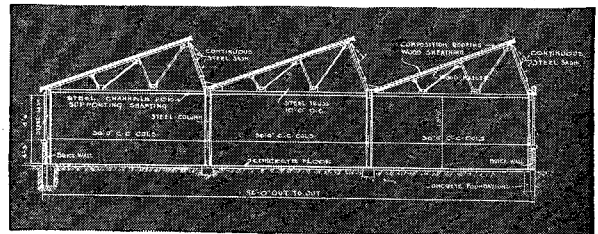
In this book there are complete descriptions and illustrations of the ten Austin Standards. These Standards will be found to cover most industrial needs. They represent true economy in industrial housing, and should be familiar to those making decisions with regard to factory-buildings of any kind.

THE AUSTIN COMPANY

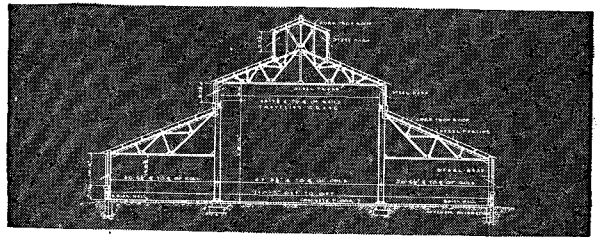
Industrial Engineers and Builders (58)
Cleveland, Ohio



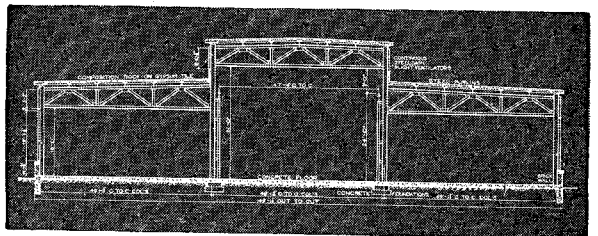
Austin No. 3 Standard Factory-Buildings. Many miles of this type of building now housing urgent production.



Austin No. 4 Standard Factory-Building. A saw-tooth type of building that can be built any size in bays 20 ft. by 30 ft.



Austin No. 6 Standard Factory-Building. A sturdy type of building for heavy crane operation. Any reasonable amount completed in 60 working-days.



Austin No. 10 Standard Factory Building. Another type for crane operation. Any reasonable amount completed in 60 working-days.

The Austin Motto is "Results, not excuses."

The Austin Record to date is: 120,000 square feet on one job in 30 working-days; 540,000 square feet—more than one mile of buildings on the same job—in 55 calendar-days.

AUSTIN STANDARD RAILWAY-BUILDINGS

then swung up his rifle and cracked the man's skull.

The other youngster figures that, as he got two and a third Germans for each one of his wounds, the balance is much in his favor despite the fact that the odds were greatly against him from the first. This is how it happened:

After going through the enemy's wire near Vair Wood, he found himself under fire from a machine gun hidden in a wheat-field, and was wounded badly in the thigh with an armor-piercing bullet designed for tanks.

He fell at once, but staggering up again threw a bomb at the German gun-crew and killed four of them. One ran and disappeared into a dugout. The American corporal followed him down and the man turned to leap at him in the darkness, but he killed him with his bayonet.

He went up from the dugout again to the light of day above, and a German soldier wounded him again, but he paid a price for the blow with his own life.

Another German attacked him, wounded him for a third time, and was killed by this lad whose bayonet was so quick.

That made six Germans, and the seventh was a machine-gunner whom he shot. By this time the American corporal was weak and bleeding from his wounds, and while he lay, unable to go farther, he hoisted a rag onto his rifle as a signal to the stretcher-bearers, who came and carried him back.

The tanks, too, seemed to have felt the spirit of '76 thrilling their cumbersome frames, for they reentered the action on the British front with renewed vigor on July 4. Their principal celebration, however, was pulled off on the 6th when, in the push that gained another 400 yards on a mile front for the Australians, they did gallant service. Says *The Times*:

The tanks were astonishing in their methods of maneuver, and aroused the wild enthusiasm of the Australians, many of whom, perhaps, had been a little prejudiced against these land-ships after their first introduction. They advanced in the half-light of dawn without delay, and moved with skill and judgment to any point where the infantry needed their help.

The ordinary ranks of German soldiers surrendered helplessly wherever the tanks crawled around them with a sweep of fire from their flanks, but there were some machine-gun nests where the German teams used their weapons with their usual courage and deadly resolution. It was against them that the tanks were supremely useful in saving the lives of the assaulting troops and destroying these strong points.

In one case they trampled down six machine guns in action, and elsewhere one tank ran over three machine guns and, seeing a fourth still firing, turned and made straight for it and crushed it into the earth with its gunners. At another point a tank destroyed the teams of five heavy machine guns and took the weapons inside as valuable trophies.

The tanks had their most startling adventure that morning when one of them steered for a mound of earth which the tank pilot shrewdly suspected as the hiding-place of a machine-gun nest, altho all was quiet there. The big engine moved around the hillock when suddenly, out of a concealed trench on the other side, forty

men ran out in panic, with hands up in token of surrender. One machine gun near by opened fire, but the tank swerved and smashed it under its vast weight of metal.

After their quick success on July 4, the tanks cruised around the captured ground, which the Australians were making ready for defense against any counter-attack, and the pilots came out of their manholes for a little fresh air, and asked the infantry if there was anything they wanted in the way of help. There was little more to do just then, as the field of battle was quiet and the prisoners were being marshaled under escort; but the Australians said there was some sniping from a wheat-field, and they suggested that a tank should rout out the sharpshooters.

"Right oh!" said one of the pilots, and, maneuvering his engine to get a field of fire on the spot pointed out, sent some small shells into the wheat. Instantly a number of Germans jumped up and then fell under the spray of machine-gun bullets which the tank poured into the standing crop. One group of tanks is believed to have captured thirty machine guns and caused the surrender of 200 men.

When the fighting tanks returned to their assembly place after the battle by far the greater number of them were ready to go into action again, without any repairs or respite, after some forty-eight hours of heavy and exciting work.

IN THE AIR WITH MAJOR MITCHEL THE DAY BEFORE HIS FATAL FLIGHT

"WHERE will you go when you are through the pursuit school here?" a New York *World* correspondent asked Maj. John Purroy Mitchel shortly before accompanying the aviator as a passenger above the flying-field at Lake Charles, La., on the day preceding the fatal flight of New York's former "fighting mayor."

"God and Washington alone know," was Mitchel's laughing reply. "I have every hope that it will be across. Wish me luck for overseas, will you?"

On the following day—July 6—he fell to his death on the Gerstner flying-field.

Major Mitchel had made rapid work of his preparation for the air-service. He was assigned to aviation training at San Diego, Cal., in January last. He made his first flight with an instructor on February 27, and he passed his final tests and became a full-fledged Army aviator on June 15. He was a daring airman, and one of the mechanicians on the field recently remarked:

"It makes my hair stand on end to see Major Mitchel fly. He takes so many risks and seems to think nothing of it."

His one wish was that he might get over to the Western Front where he could do some work that would count.

Just before leaving for California, Major Mitchel was present at a luncheon in the Bankers' Club in New York. A friend suggested that his return to New York be made the occasion of another such gathering. After a moment's thought, Mr. Mitchel said quietly:

"I have a hunch that I am not coming back."

He was told that hunches usually worked by contraries, but he insisted that nothing could shake the feeling that he had.

Promptly after his defeat in the mayoralty election by Mayor Hylan in 1917, Mr. Mitchel's ambition centered on what he could do to serve his country. Says the *New York Sun*:

Within a few days after he had been rejected by a public vote in which the Tammany candidate, Mr. Hylan, received approximately two votes for every one cast for himself, Mr. Mitchel renewed his appeal to the War Department for permission to serve his country as a fighting man on the first line of battle. For months before he consented, and only after earnest persuasion, it is known, to become a second time a candidate for Mayor, he had been anxious to join the Army. He had trained at Plattsburg, coming out of the severe test imposed upon civilian candidates at that camp with great distinction.

His training had been for infantry command. He was one of the first of young American men of affairs to volunteer for the arduous labors of military training at the first Plattsburg camp. There he distinguished himself for assiduous study, both mental and physical. He renewed his training at the second camp, and at the end of his training he was well qualified, in the opinion of regular Army officers that had observed his progress and keenness, to lead men. Naturally, therefore, when the time came for him to apply for service he sought from the Government an assignment to infantry service. That was his first thought. Months passed without result. Eventually General Squier, Chief of the Signal Corps, procured for him a commission in that corps in the Aviation Section. Apparently it was the only opening available for Mr. Mitchel. General Squier was his personal friend. That offer was accepted in January, 1918, and Mr. Mitchel, now a Major, was assigned to aviation-training at San Diego, Cal.

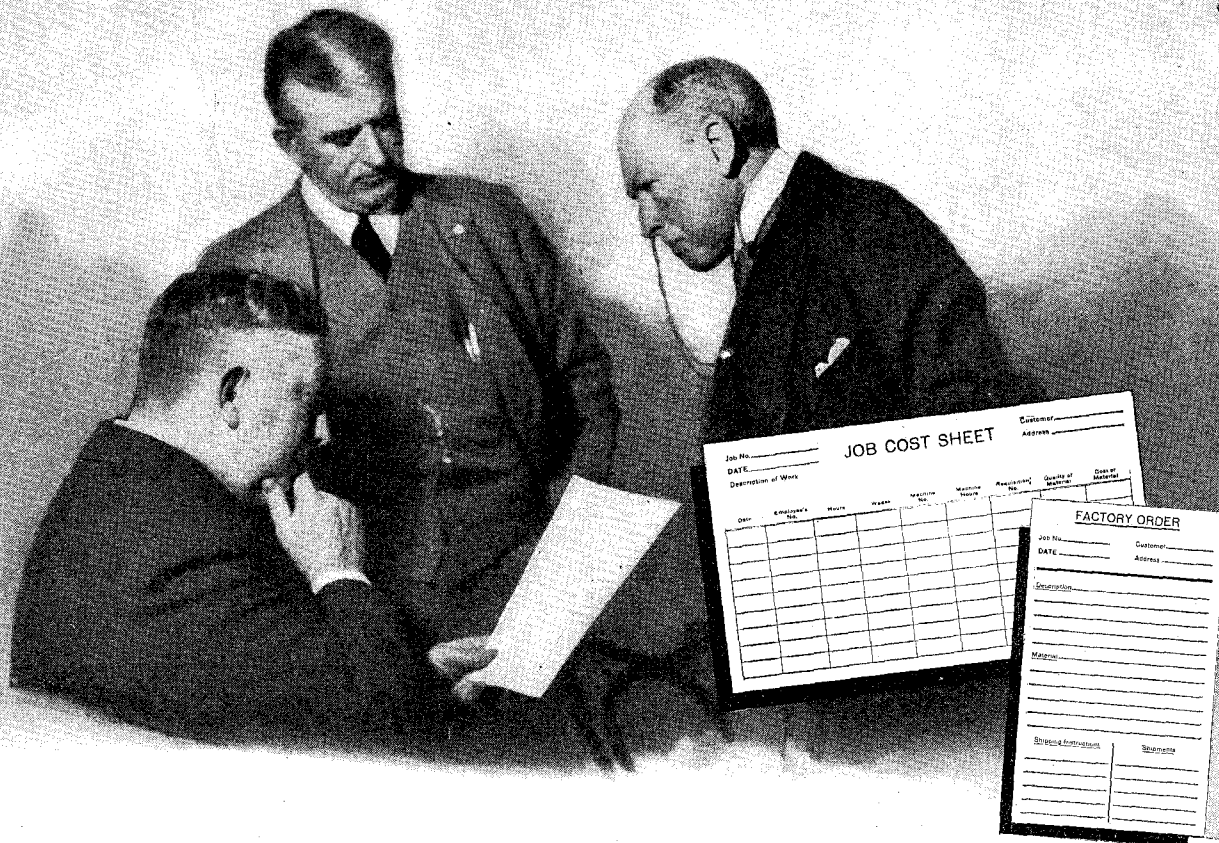
"Be right and speak out" was the formula of John Purroy Mitchel while he was Mayor of New York, as told in *THE DIGEST* of September 8, 1917. And that precept ruled him in all his affairs, personal and public.

"No matter how straight and clean a man may wish to be, doesn't he have to compromise a little bit now and then if he is in politics?" he was once asked, and his reply was an uncompromising "No."

"A man in public office has to associate sometimes with men he doesn't like to associate with," he said, "but the idea of being 'slick,' of 'playing the game,' is the old idea—the Tammany idea. I don't believe a man has to stoop to such devices. To my mind there is only one course to pursue: 'Be right and speak out.'"

The staff correspondent of *The World* at the Gerstner Field thus tells of his flight with the Major on the day before the latter's death:

In his flying clothes he was picturesque. He brought with him here the helmet and jacket he wore in the now familiar photo-



That Job Lost Us Money!

Not a pleasant experience, to find that your business is losing money. This realization may come as a surprise. For instance, a big order with apparently a good margin of profit. Then the sudden knowledge that the profits are not there!

Men who get this news want to find out two things, as quickly as possible.

First, "Why didn't we make money?"

Second, "Why didn't we know we weren't going to make money?"

Very likely the same answer will suffice for both questions—the cost system was lacking or inadequate.

The manufacturer who doesn't know his exact cost figures cannot expect to set his selling prices intelligently.

Only with a system which shows cost fluctuation, month by month or week by week, can selling figures be so governed that profit is assured. Only through such a system can the leaks be stopped which cause cost expenses to creep up into the profit margin.

Among the many valuable helps contained in the Hammermill Portfolios of office forms are factory order slips,

job sheets, and other cost forms which will be found of the greatest service in obtaining and recording the variety of data necessary to accurate cost computation. You will be interested in them because the constantly fluctuating prices of material, labor, and transportation, found in every business today, make detailed cost figuring and analysis a greater necessity than ever before.

Write us, stating what your product is, and we will send you the portfolio you will find of greatest use. It will acquaint you with the quality and various finishes of Hammermill Bond, and as you see how this reliable, economical paper will meet your every printing need, you will appreciate why so many big concerns are using Hammermill Bond for all their office printing.

Your printer knows Hammermill Bond, and knows that standing instructions for its use will enable him to give you complete paper satisfaction on every job. Made in white and twelve colors, and in three finishes—bond, ripple, and linen.

The complete set of Hammermill Portfolios will be sent to any printer who will write to us for them.

HAMMERMILL PAPER COMPANY, ERIE, PENNSYLVANIA

Look for this watermark—it is our word of honor to the public

HAMMERMILL BOND

"The Utility Business Paper"

graphs taken at San Diego. He wore these at the time of his death, and when on Friday he made ready to go up with me he looked so strikingly like the "J. P." of the bust picture passed by the Committee on Public Information that I remarked upon it.

"You don't mean to say that picture has ever been published?" Major Mitchel cried. "Why, there was every possible understanding when they were taken that they wouldn't be. What other ones were? Did they publish that one with Leonard (his instructor) and me in the ship together? Well, what do you know about that!"

His interest and amusement over this were boyish, and he was still laughing about it when he took his place in the rear seat of the big Hispano-Suiza that had been made ready for the flight.

When the blocks had been pulled from before the wheels, he "taxied" for a considerable distance up the wind, then turned about and started down it, lifting so smoothly that his passenger did not realize the earth had been left until the machine was well in the air. Then in great circles it was carried higher and higher until an elevation of about 5,500 feet had been reached.

There Major Mitchel leaned over the side of the fuselage and shouted through the roar of the propeller:

"Now I'll show you some of the things you've heard about. This one will be!"

But his passenger never heard what, for Major Mitchel's head was back behind his cowl and the plane was tipping over to the left. Over it went until the passenger looked straight down between the wings to the dappled green of rice-fields barred with the silver-gray of their dikes, a mile below. Slowly the machine came back to an even keel and tipped as far to the right.

"Feel all right?" came Major Mitchel's voice through the roar again. "Fine. This time keep your eyes outside the car, because I'm going to put you over on your back."

His voice died away and the plane went into an Immelmann turn, which involves a complete change of direction by going straight up, turning slowly but inexorably backward, till one feels as if he sat in an easy-chair let down to the last notch, then dipping to the side and righting itself with its nose pointed in the direction from which it had just come.

Thereupon I told the truth as to how I felt. Sea-sickness was not to be compared with it, and the pilot shouted, "All right; we'll not do any more; we'll go home."

Later he explained regretfully that he had meant to go into a tail-spin, but he contented himself with starting downward in huge swoops a mile or more in width until he reached an elevation of between 2,000 and 2,500 feet. Then he went straight ahead toward the landing-field, nosed the plane downward, and dived straight for the great circle marked on the turf to indicate the landing-place.

Once on the way another plane "crossed" Major Mitchel's, and to escape the current of air created by it he came to an even keel, dived to the left, then to the right, and resumed his dive. It went through then to its glorious end, and the bump with which the wheels of the plane met the earth was no more than one might give in knocking at the door. The observers called it a perfect landing; to me it seemed more skilful than any I had ever seen, and I had been watching men

with many more hours of flying than the former Mayor had on his record.

This flight had been a little less than thirty minutes in length. It had been preceded by a somewhat longer one, which was Major Mitchel's first in a scout machine—and the last but one.

"OVER THERE" ON THE LAST VOYAGE OF THE "PRESIDENT LINCOLN"

IF you are just an ordinary citizen with no particular business on board, but are curious and would like to look over one of the transports that carry our troops "over there" you must first obtain permission from one of the three properly constituted authorities. First there is the Army Transport Service. Your request will be denied without explanation. Then you may try the Commandant in charge of naval construction. Your application is taken politely under consideration and—promptly forgotten. Your last hope is the Army and Navy Department which, if all the conditions are just right, may grant the desired permission to inspect the transport.

It so happened that such a visit was made through the courtesy of the Washington authorities, and the transport selected was the ill-fated *President Lincoln*, formerly a Hamburg-American liner, and sunk by a German submarine in the latter part of May, when 800 miles at sea, while on her way back to the United States.

The visitor's impressions of the *President Lincoln*, which are printed in the *New York Sun*, give a very good idea of the sort of life and surroundings of our boys on any American transport during the first stage of their journey to the Front:

The decks of the steamship present a totally different appearance from her passenger days. They are bare of deck-chairs or any other thing that would encumber them and interfere with their use as an exercise and drill-ground. All non-essentials have been swept away, but the ship is none the less attractive for their absence.

Cabins and smoking-rooms on the hurricane-deck have been opened into one another and furnish no small recreation space, which is set with small tables for cards and other light games. The decks below and the former saloons and drawing-rooms exhibit the greatest change. Their furnishings have been taken out and now serve mostly in club-rooms for soldiers and marines when they are ashore.

As the men come on board and are assigned in platoons to quarters they are given the following articles: a length of strong white canvas six feet by four, the hammock, a mattress which will serve at need as a life-preserver, a thick blanket, and a big bath-towel. These things with their toilet articles form the necessities of the voyage.

Having received them the soldiers are filed down in platoons to their quarters on the ship and a half-dozen marines instruct them in how to swing and lash the hammock, a task in which, by the way, they have already received some theoretic drill at the cantonments.

On the lower deck between the ports are set tables of bright white pine scrubbed

to a nicety. At intervals are sculleries which are to serve for butler's pantries. At these tables each man has his assigned place for chow and at other times the tables are used for reading, study, writing, or recreation like cards. A shelf is handily placed near the tables to hold books and writing materials.

Finally the big transport starts on her voyage. She is picked up by her convoy and heads for the shores of France. And then:

At the first peep of day a gong resounds through each deck and the deck-master's voice is heard shouting:

"Hit the deck, mates!"

The electric lights are switched on as a second invitation to the sleepy heads, and before five minutes have elapsed every man is out of his hammock, folding his blanket, and clewing up his hammock. A simultaneous grab is made for the toilet articles and the men line up for roll-call. Each platoon, remember, is treated as an entity and this preliminary passes quicker than might seem possible.

Then follows the rush of the boys to the shower-baths, and it is a rush. Jostling and cheering, they are shoved up one by one and shouts of healthy enjoyment greet the rush of water, while all sorts of horse-play, including a good deal of spattering, ensue. Back to their hammocks they rush, shaking their bath-towels, and another few minutes are given to cleaning up and getting into their clothes.

Inspection comes next and it is a function of every morning. Absolute cleanliness is required and insisted on. The inspection is made by officers, changed every day, who appear at this early hour in complete uniform even to the spotless white gloves.

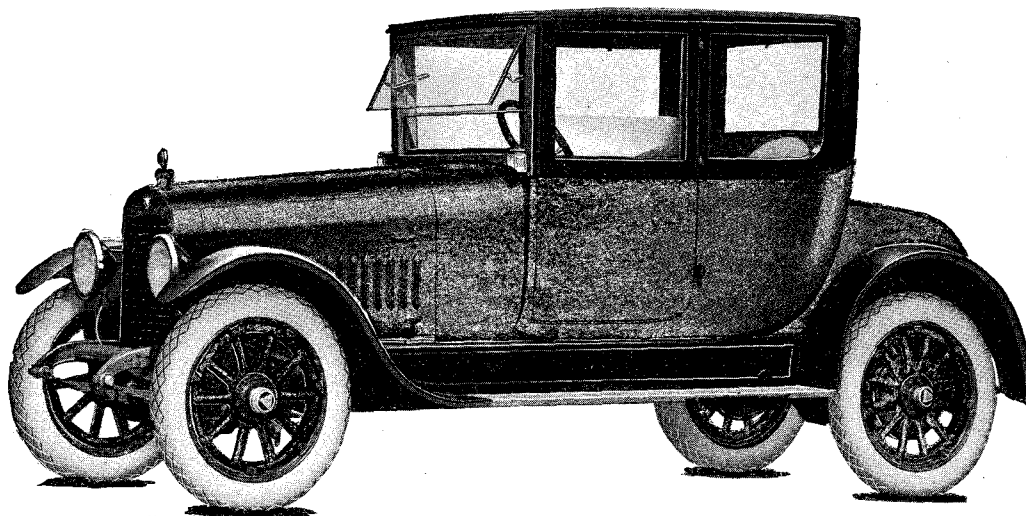
All are now ready for chow and from the companionway arrive two jackies staggering under an immense cylinder. Behind them walks another carrying a great can like a gigantic milk-can and then come two others, each loaded with four loaves of bread, the size that a Gargantua would need for a little snack. By this time the men are seated at their tables and they give way unrebuked to all kinds of merriment.

In the cylinder, when the top is unscrewed, in the scullery are nests of vessels holding the soup and meat and vegetables and keeping them as hot as when they left the cook's galley. The big can is, in fact, a thermos bottle which gives up steaming coffee. Tea and cocoa are served also, but by tradition all these liquids pass under one name which the landmen soon adopt. It is "Java."

The food is plentiful and good. At two meals there are always beans cooked to a consistency of soup, and meat is served once a day, commonly a stew. A fresh vegetable appears on every menu for dinner and supper. At the last meal of the day apples or jam serves as a dainty and occasionally stewed fruit.

The breakfast hour is six o'clock, dinner follows at 11:30, and supper at 4:30. Sometimes a lunch of crackers and bouillon is served on deck between dinner and supper. The men are in their bunks and hammocks by sundown and the black transport, all lights out, moves steadily through the night.

As the majority of the soldiers have never been at sea extra attention is paid to the poor sailors in the early days of the voyage, and the diet of these differs somewhat from that of the hardy men who do not sacrifice to Neptune. All the



The Newest Hudson Super-Six

It, like all models, is limited in numbers

This four-passenger coupe model is the newest car from the Hudson shops.

The quantity that can be produced this year is necessarily limited. Only the largest Hudson distributors are likely to receive cars of this type and with them the number they will get will be restricted to a very few.

That is, of course, not exclusive to this one model of Hudsons.

All Super-Six models are in great demand and the supply has not at any time this year been equal to it.

The Super-Six is now in its third year. More than sixty thousand have been delivered to users. From the very day when the first Super-Six was announced its popularity has led all fine cars.

This it did first in interest, then in performance and then in sales as the production grew.

No wonder. What car has shown such performance? None has equaled its records against time, in long endurance and in speed contests. No car has made a stronger showing in hard usage and for long endurance.

Everyone of its 60,000 users attest that fact. The demand grows. But dealers cannot meet it because production cannot be brought up to the sales requirements.

This new model meets a strong demand. It was started months ago before present conditions became so acute.

Dealers were supplied with photographs and specifications, with which they secured orders that will absorb a large proportion of the cars of its type that will be available.

Some types are entirely exhausted.

Whatever type Super-Six you may want should be arranged for now.

Hudson Motor Car Company

Detroit, Michigan



Cylinder Heat!

Havoline Oil will not break under it!

Do you know that each of your automobile motor-cylinders is a pretty hot place—3000° in the combustion chamber and 400° on the cylinder-walls?

These walls must be lubricated—we *know* that. They must be lubricated at a temperature that breaks down poor oils. A breaking oil is something you should know about and avoid.

When an oil breaks due to excessive heat, its chemical composition changes—it does not remain the original oil. A physical change takes place also—the oil loses part of its original and invaluable continuous-film producing quality so necessary for efficient lubrication.

Partial lubrication of a gas-

oline engine permits gas leakage, loss of power, and excessive wear.

Your motor needs complete lubrication. Only by such can you expect maximum efficiency, minimum wear, and that peculiar satisfaction of a perfect running motor. Then feed your engine the oil that stands up where it is needed. Feed it the oil that does not break under piston heat.

Havoline Oil comes in sealed containers, your guarantee of uniform quality.

Havoline greases are compounded of Havoline Oil and pure, sweet tallow. Clean to handle and correct in body.

Indian Refining Company
Incorporated

Producers and Refiners
of Petroleum NEW YORK

HAVOLINE OIL

REG. U.S. PAT. OFF.

"It makes a difference"

men are in good health when they come aboard; that is a point carefully looked after, but some of the Westerners may be counted on to fill the bunks in the hospital, of which there are several.

Soon after breakfast the men are taken to the main deck in relays and put through a strenuous drill, after which they are at liberty to lounge about the decks and smoke. No smoking is permitted between decks, and the usual smoking-rooms are given up to the officers. Some of the time is occupied in acquiring new accomplishments that will be found useful in the womanless world into which they are voyaging, for, says the writer in the *Sun*:

Not many of the men come from the cantonments versed in the needlewoman's art and this is taught and practised among them. Nearly every one has a comfort kit containing thread and needles and all the boys are keen to do their own mending.

They take a boyish sort of enjoyment, too, in comparing their luxuries, the woolen socks and sweater, helmet, and gauntlets which have been knitted and presented to them.

Eight, perhaps nine, days are occupied in transit, and routine has been established, comfort attained, and custom almost made sailors of even the driest Western product. When the transport takes leave of her convoys to enter the port of destination it is easy to imagine the excitement that prevails on board.

The disembarkation is another story. Loud is the welcome accorded to each new reinforcement; the quays are crowded with enthusiastic people, bands play, handkerchiefs wave, a great shout goes up as the stalwart young fellows, trim in their shore-going garb, step on this land which seems at once so friendly.

BANDITS STILL UNCHECKED ARE TERRORIZING CHINA

THE murder of J. W. Laidlaw, manager of a branch of the Standard Oil Company at Wahu, Province of Anhwei, China, by Chinese bandits, has again called attention to the apparent inability of the Chinese authorities to cope with the growing lawlessness of the country, a fact which the press of Japan have recently emphasized. The *New York Evening Post*, quoting *The New East*, says:

Kidnaping of well-to-do people has always been more or less common in China, but the crime is now greatly on the increase. Rich merchants, their sons or small children, are taken by bandits, carried off to the hills, or otherwise secreted and held until ransomed. If their friends refuse to pay, murder is sometimes done. That is a commonplace of existence in the provinces, so far as the Chinese themselves are concerned. But it is a new development, and an ominous one, that foreigners are being subjected to such treatment.

A month ago Messrs. Kyle and Purcell, American engineers engaged in railway survey work for the firm of Siems Carey, were attacked in Honan, their guard overpowered, their money taken, and themselves captured. The bandits thereafter offered to ransom them, for money, in exchange for arms and ammunition, and

even for employment in the regular army for the whole band and its leader, the leader to be given an independent command in his own region!

In Suiyuan the other day a Swedish missionary was kidnaped and carried off into the interior of Mongolia as a prisoner. Troops have been sent to rescue him, but there is yet no word of his release. Four days ago two American lady missionaries, Mrs. Dixon and Miss Catherine Smith, were carried off by brigands somewhere near the Shantung border. The local magistrate warned the elders of all the adjacent villages that three in each village would immediately be decapitated if the ladies were not forthcoming. Mercifully this threat has had the desired effect.

What foreigners have to suffer is a drop in the ocean as compared with the misery inflicted on the natives. A missionary in Shensi draws a harrowing picture of what is happening there. His town was visited by a band of robbers, who gutted the whole place and carried away the principal inhabitants. The magistrate was hidden in the missionary's house, but the robbers forced their way in and took him away. Many people were murdered during that visit and many wounded by rifle-shots or bayonets, but the horrible thing is that there are about forty men and women in the hospital suffering from dreadful burns, received while the robbers roasted them in order to make them disclose where their valuables were hid.

As if that were not enough, when the first band had gone, a second and independent one arrived and took possession of the town. As the missionary wrote, these cutthroats were going round looking to see if their predecessors had left anything worth having. The inhabitants were in a sore condition of suspense, and the missionary had little hope that his property would continue to be respected.

These are the acts of acknowledged marauders, but it seems that there is another class in China which is equally to be feared, for, says *The Post*:

In Szechwan the soldiers are military men by day and brigands by night, and they respect nobody. Many foreigners have been robbed in Szechwan, some openly by brigands in daylight and others after dark by men strongly suspected to be soldiers. There is no redress to be obtained by anybody. Conditions like this prevail probably in half the provinces in the country. Specific instances are so numerous that they can not be detailed. But what happened on March 21-24 at Ping-kiang, in Hunan, during the march of the northern army on Chang-Sha, shows what can be done by the regular army.

The southern armies have been little better, and there are numerous instances on record of wholesale looting by both during the past few months. The southern forces, during the general retirement from Yochow, streamed through Peking for two days without doing any damage. The very last lot of southerners broke into a few shops during the night. In the morning the first lot of the northern army arrived and a reign of terror commenced. The men spread all over the town, breaking into houses and shops, looting and demanding money. A Roman Catholic priest was shot down, and is now in hospital dangerously wounded. The manager of a refuge for women was shot dead. An English missionary lady was seized by three ruffians who dragged the rings



DESIGNED AND CONSTRUCTED BY STEELE

These two leather manufacturing plants, Drueding Bros. above and the Keystone Leather Company below, are excellent examples of the Steele Idea in Industrial Construction.

Both plants were built before this country became involved in war. But so carefully had each business been studied, so thoroughly the immediate and future requirements defined that when the stress of war added its extra load to their production problems, each plant was fitted to expand accordingly.

Steele assumed the entire responsibility for all designing and construction work, the routing of materials, layout of machinery and the emplacement of mechanical equipment.

WM. STEELE & SONS COMPANY
Engineers & Constructors
PHILADELPHIA TORONTO





Photograph of the pneumatic-shod Goodyear transports which made the record Akron-to-Chicago-to-Baltimore run on Goodyear Cord Tires.

Copyright 1918, by The Goodyear Tire & Rubber Company

GOODYEAR
AKRON

Goodyear Transports Make Another Record Run

FIVE heavily laden and travel-stained motor trucks, shod with Goodyear Pneumatic Cord Tires, rolled into Chicago recently on the first lap of a memorable journey.

They were part of Goodyear's Akron-to-Boston freight fleet, and thirty-six hours earlier had been dispatched from the factory in Akron loaded with materials needed by the company's Chicago branch.

Traveling night and day, over unfamiliar roads, the trucks covered the 440-mile distance in an actual running time of 22 hours, maintaining an average hourly speed of 20 miles.

Not only does this record break all standing marks for motor truck travel but it is a feat unheard of in any of the prevailing railway schedules.

Two days after their arrival in Chicago, the trucks were loaded with Red Cross supplies urgently wanted in France, and under military escort were dispatched for Baltimore.

Four days later they reached their destination, having covered the 820

miles in 101¼ hours' elapsed time, with an actual running time of 53 hours.

The Akron-to-Chicago-to-Baltimore trip totaled 1,260 miles, made in 75 hours' actual running time, or at an average speed of nearly 17 miles an hour.

Important as it is as an indication of the possibilities of the motor truck, it is an even more important demonstration of the qualities of Goodyear Pneumatic Cord Tires.

The speed, the cushioning power and the tractive efficiency of these pneumatic tires open up to the motor truck entirely new fields of usefulness.

They allow faster travel over enormously increased areas, with greater returns from oil and fuel and less truck depreciation than otherwise is possible.

In more than 250 cities, as well as in our Akron-to-Boston highway transport service, Goodyear Cord Tires for Motor Trucks have convincingly proved their worth.

Their relation to the future of motor transportation is so immediate and vital that it cannot safely be disregarded.

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

CORD TIRES

off her fingers and threatened to cut off her hand if she did not give up the watch on her wrist.

The houses of a missionary and the Standard Oil agent were looted, as well as the Wesleyan Mission Boys' School and the Roman Catholi. Girls' School. Indescribable scenes went on for four days, as the northern troops came and went, and every appeal to officers was met with fair words and no fulfilment. A large city was completely gutted of property, the woodwork of the houses destroyed for firewood, horses stabled in the rooms, and so forth. Women, many with small children, fled by hundreds to the neighboring hills, where they were without shelter in cold and wet.

There is no doubt that the whole wicked outrage was deliberately permitted by the military authorities. The soldiers declared that they were limited only by the order not to kill. Two other towns in the vicinity of Pingkiang were similarly pillaged, and it was reported that in one of them nearly all the population had been killed.

The explanation of such occurrences is simply this: The troops are in arrears of pay, they are discontented, and do not care to fight or obey orders. They are bribed into obedience every now and then by being let loose on some hapless town to help themselves. Unspeakable misery is inflicted on the inhabitants, but what of it so long as the designs of General This or General That are duly forwarded. Such are the troops of the militarist Government now established in Peking. Nor are these isolated instances. Such things are of constant occurrence wherever there are soldiers in China.

RICHTHOFEN'S OWN STORY OF HIS FAMOUS AIR BATTLES

THE dispatches from the Front on July 3 told of an engagement between nine American airplanes and thirteen of Richthofen's old squadron, in which six of the German machines were brought down, while the Americans escaped unscathed. One can not help wondering—without detriment to the victorious Americans—what the result would have been had Richthofen been alive and leading his famous organization—which still retains his name altho the airman was killed in April—for Richthofen was the greatest German flier.

Richthofen wore the Order of Merit, bestowed by the Kaiser for more than twenty air victories, tho he is said to have brought down more than eighty French and English aviators. "If he could shoot as well as he maneuvers he would be invincible," was the tribute of one of his English rivals who begrudged him none of the credit for his daring and his wonderful control of his machine.

When "The Red Devil," as Richthofen's red *Fokker* was called, was brought down behind the British lines the flier was found dead in the machine. He had been shot through the heart. And the English buried him with full military honors, and over his grave they placed these words:

"A gallant and daring enemy."

The following story of the experiences of Capt. Manfred Freiherr von Richthofen was written by the airman himself just after his fiftieth victory, and is reproduced in *Pearson's Magazine*. He tells of the destruction of the first *Fokker* in which he attempted to engage some enemy machines over the French lines:

Suddenly my motor stopt working; nothing I could do would make it go on. I tried everything in vain; and the enemy machines were getting near me. I was helpless. I had to land right away in a field. I came down a great deal quicker than I wished. In a moment the beautiful machine was a mass of scrap-metal. The shock took away my senses for the moment, but when I got up and was able to move about I found I was not hurt. I had to wait some time to get a new machine. Then one day our new airplanes arrived and we were told that the great Boleke was going to fly with us.

All of us knew what Boleke had done, and all of us were proud of going up with him.

Before we started Boleke collected us around him and gave us his final instructions, and for the first time we flew as a squadron commanded by the great hero whom we followed blindly.

We had just reached the Front when we recognized a hostile flying squadron proceeding in the direction of Cambrai. Boleke was, of course, the first to see it; he saw a great deal more than ordinary mortals. Soon we understood the position, and every one of us strove to follow Boleke closely. It was clear to all of us that we should pass our first trial under the eyes of our beloved leader.

We approached the hostile squadron slowly. It could not escape us. We had intercepted it, for we were between the Front and the opponents. If they wished to go back they had to pass us. We counted the hostile machines. They were seven in number. We were only five. All the Englishmen flew large bomb-carrying two-seaters. In a few seconds the dance would begin. I could have laughed for joy.

Boleke had come very near the first English machine, but he did not yet shoot. I wondered why. I followed. Close to me were my comrades. The Englishman nearest to me was traveling in a large boat painted with dark colors. I did not reflect very long, but took my aim and shot. He also fired, and so did I, and both of us missed.

My Englishman twisted and turned, going crisscross. I did not think for a moment that the hostile squadron contained other Englishmen who conceivably might come to the aid of their comrade. I was animated by a single thought: "The man in front of me must come down, whatever happens." At last a favorable moment arrived. My opponent had apparently lost sight of me. Instead of twisting and turning he flies straight across. In a fraction of a second I am at his back with my excellent machine. I give a short series of shots with my machine gun. I had gone so close that I was afraid I might dash into the Englishman. Suddenly I nearly yelled with joy, for the propeller of the enemy machine had now stopt turning. Horray! I had shot his engine to pieces. He was compelled to land without loss of time, and it was impossible for him to reach his own lines.

Richthofen's story reveals him as apparently callous and cruel, but he was

seemingly appreciative of the gallant qualities of his opponents, speaking of the bravery of the English fliers as particularly noticeable. He wrote:

During my whole life I have not found a happier hunting-ground than in the course of the Somme battle. In the morning, as soon as I had got up, the first Englishmen arrived, and the last disappeared only long after sunset. Boleke once said that this was "the Paradise of the flying men."

There was a time when Boleke's bag of machines increased within two months from twenty to forty.

Still, the Englishman is a good man. That we must allow. Sometimes the English came down to a very low altitude and visited Boleke in his quarters, upon which they threw their bombs. They absolutely challenged us to battle and never refused a fight.

Richthofen was flying with Boleke on the day that the latter was sent down to his death, and he wrote thus of the last battle of his beloved leader:

One day we were flying, guided by Boleke, against the enemy. We always had a wonderful feeling of security when he was with us. After all, he was the one and only. The weather was very gusty and there were many clouds. There were no aeroplanes about except fighting ones.

From a long distance we saw two impertinent Englishmen in the air, who also seemed to enjoy the rotten weather. We were six and they were two. If they had been twenty, and if Boleke had given us the signal to attack, we should not have been at all surprised.

The struggle began in the usual way. Boleke tackled one and I the other. I had to let go, because one of the German machines got in the way. I looked around and noticed Boleke settling his victim about 200 yards away from me.

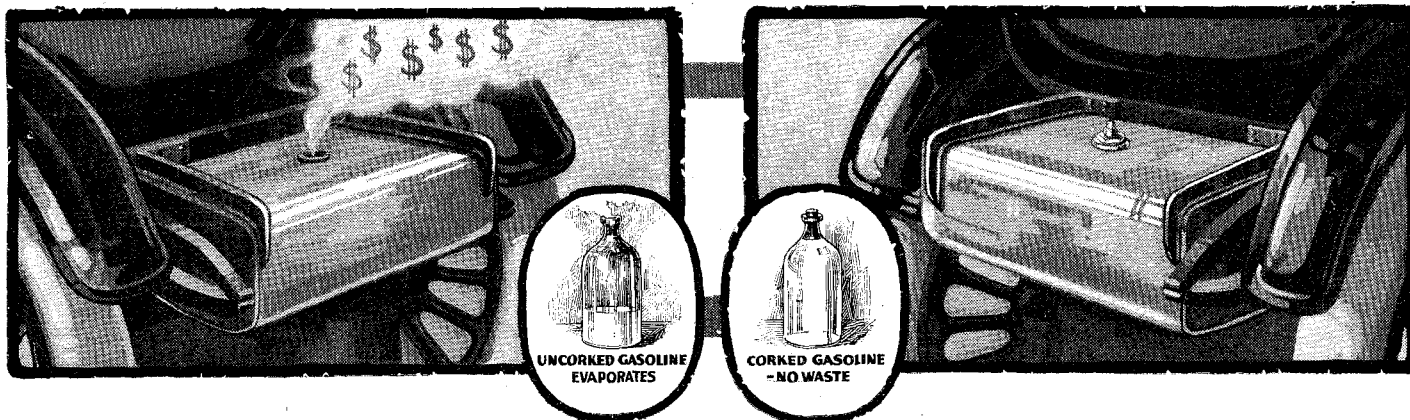
It will be the usual thing, I thought. Boleke will shoot down his opponent and I shall have to look on. Close to Boleke flew a good friend of his. It was an interesting struggle. Both men were shooting. The Englishman might fall at any moment. Suddenly I noticed an unnatural movement of the two German flying machines. Immediately I think: Collision. I had not yet seen a collision in the air. I had imagined it would look quite different. In reality what happened was not a collision. The two machines merely touched one another. However, with two machines traveling at the tremendous pace of flying machines, the slightest contact has the effect of violent concussion.

Boleke draws away from his victim and descends in large curves. I had not the feeling that he was falling, but when I saw him descending below me I noticed that part of his planes had broken off. I could not see what happened afterward, but in the clouds he lost an entire plane. Now his machine was no longer steerable. It fell, accompanied all the time by Boleke's faithful friend.

When we reached home we found the report: "Boleke is dead!" We could scarcely realize the fact.

Richthofen admitted that he was extremely proud when he brought down Major Hawker, who was known in Germany as the English Immelmann, on November 23, 1916, and he wrote thus gaily of the battle:

The Englishman tried to catch me up in



Don't Leave Your Fuel Tank Uncorked!

5% to 15% of Your Gasoline Escapes Through the Tank Vent Hole

BY evaporation and splashage *through the vent hole* of the gasoline tank on your automobile, truck, tractor, stationary engine or motor boat, one gallon of gasoline out of every twenty is wasted. This loss totals 200,000 gallons daily, or more than enough to supply one-fifth of all the Government's daily war needs.

The actual waste of gasoline thus lost has been definitely ascertained by rigid, conclusive tests, both in the laboratory and on the road. Read the statements below of tests made at the Armour Institute of Technology and the Associated Engineering Laboratories. The results prove that gasoline losses through the tank vent holes can be stopped with an

Imperial Gas-Tank Seal

You can stop your share of this waste — help conserve the national supply of gasoline, reduce your fuel bills and increase your mileage — by equipping your car with the Imperial Gas-Tank Seal. This most practical device is easily installed — simply bore a $\frac{3}{8}$ -inch hole in the filler cap. It cannot get out of order, and works equally well with Gravity or Vacuum systems. The valve admits air automatically, to replace gasoline used through the carburetor.

Send \$3 for the Imperial Gas-Tank Seal. When ordering, state whether it is for Gravity or Vacuum Feed System. We shall be pleased to mail you our Free Pamphlet, "Where the Gasoline Goes," on request.

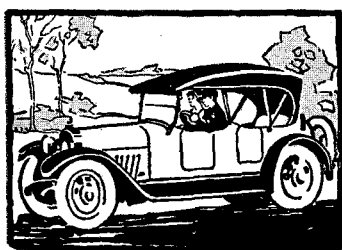
THE IMPERIAL BRASS MFG. CO.

1229 West Harrison Street Chicago

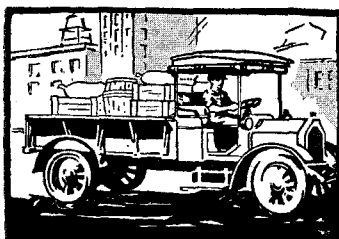
ALSO MAKERS OF Imperial Oxy-Acetylene Welding, Cutting and Lead Burning Equipment; Primers, Gasoline Cocks, Compression Couplings; Bronze Signs and Name Plates; Bronze Kick Plates, Door Guards, Push Bars; Watrous Sanitary Plumbing and Liquid Soap Fixtures; Imperial Self-Heating Irons.

The Only
Device of
Its Kind

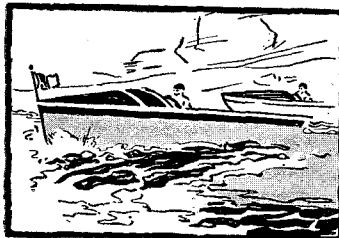
\$3⁰⁰
Prepaid



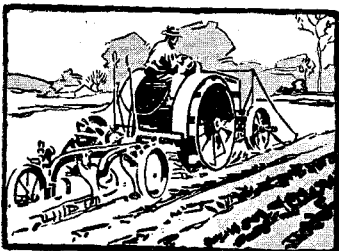
For Automobiles



For Motor Trucks



For Motor Boats



For Tractors

WHAT TESTS PROVED

On the Road

Imperial Brass Mfg. Co., Chicago. We hand you herewith our report on road test made of the Imperial Gas-Tank Seal.

This test, in which a standard make of car was used, continued for a period of 25 days.

The car was first run over a 900 mile route without the Imperial Gas-Tank Seal and then run over the same route with the Imperial Gas-Tank Seal installed on the tank. On both trips the operating conditions were as nearly identical as possible.

The test clearly demonstrated the fact that where the Gas-Tank Seal was not used, the loss through the vent hole of the tank was 15% of the total volume of gasoline used, and on the trip with the Imperial Gas-Tank Seal installed, this loss was entirely eliminated.

Associated Engineering Laboratory

By *L. J. Chase*
Principal Asst. Engineer.

In the Laboratory

Imperial Brass Mfg. Co., Chicago. Under separate cover please find detailed report on Laboratory test made of the Imperial Gas-Tank Seal.

You will note that the aggregate wastage of gasoline, through the vent hole of the tank, due to evaporation, expansion and splashing, is 5% of the total volume of gasoline used in the tank. Our test not only definitely established this volume of loss but conclusively proved that the use of Imperial Gas-Tank Seal entirely eliminates wastage.

John J. Schommer
Professor in Chemical Engineering Office and Laboratories,
Armour Institute of Technology.

The Master Camera

The car that takes every hill "on high"—the watch that runs true to the second—are appreciated by the man who wants the best; in this class is the superb Ansco V-P Speedex No. 3.

ANSCO CAMERAS & SPEEDEX FILM

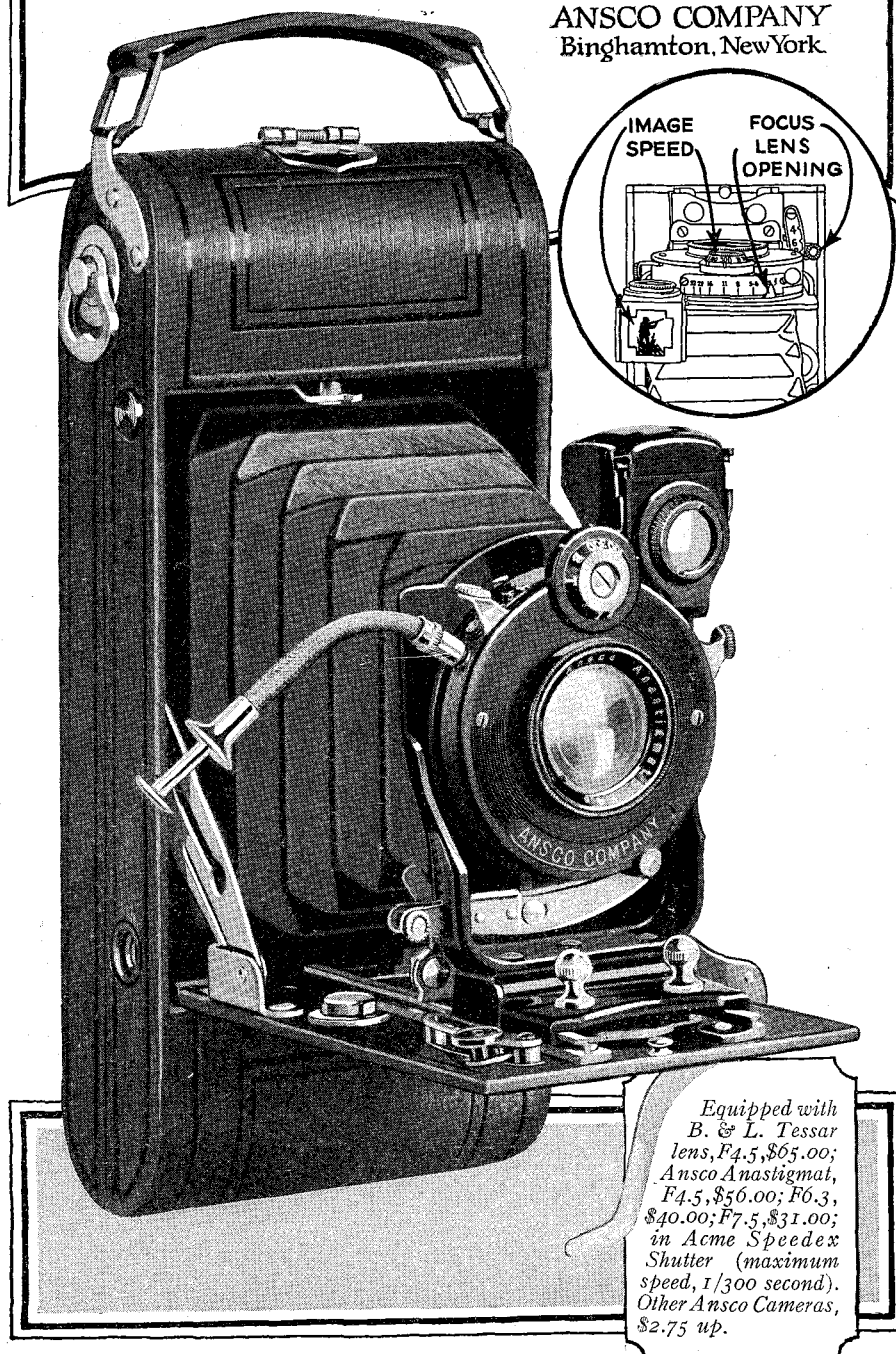
With the finest of fine lens and shutter equipments, the compact V-P Speedex No. 3 produces sharp, clear $2\frac{1}{4} \times 3\frac{1}{4}$ inch pictures in rain, sunshine or shadow.

The user can change the speed, the lens opening and the focus instantly and accurately without losing sight of the image in the "finder"—an exclusive Ansco feature which makes picture taking easier and more certain.

The Ansco V-P Speedex No. 3 is extremely simple in operation, exceptionally beautiful in appearance and extraordinarily efficient.

*Write for specimen picture on Cyko Paper.
Then ask the Ansco Dealer for a demonstration.*

ANSCO COMPANY
Binghamton, New York



*Equipped with
B. & L. Tessar
lens, F4.5, \$65.00;
Anso Anastigmat,
F4.5, \$56.00; F6.3,
\$40.00; F7.5, \$31.00;
in Acme Speedex
Shutter (maximum
speed, 1/300 second).
Other Ansco Cameras,
\$2.75 up.*

the rear, while I tried to get behind him. So we circled round and round like madmen after one another at an altitude of about ten thousand feet. First we circled twenty times to the left, and then thirty times to the right. Each tried to get behind and above the other.

I soon discovered that I was not fighting a beginner. He had not the slightest intention to break off the dance. He was traveling in a box which turned beautifully. However, my packing-case was better at rising than his. I succeeded at last in getting above and beyond my English waltzing partner.

When we had got down to about six thousand feet without having achieved anything in particular, my opponent ought to have discovered that it was time for him to take his leave. The wind was favorable to me, for it drove us more and more toward the German position. At last we were above Bapaume, about half a mile behind the German front. The impertinent fellow was full of cheek, and when we had got down to about three thousand feet he merrily waved to me, as if to say: "Well, how do you do?"

The circles which we made round one another were so narrow that their diameter was probably no more than 250 or 300 feet. I had time to take a good look at my opponent. I looked down into his carriage and could see every movement of his head. If he had not had his cap on I could have noticed what kind of a face he had.

My Englishman was a good sportsman, but by and by the thing became a little too hot for him. He had to decide whether he would land on German ground or whether he would fly back to the English lines. Of course he tried the latter, after having endeavored in vain to escape me by loopings and such like tricks. At that time his first bullets were flying around me, for so far neither of us had been able to do any shooting.

When he had come down to about 300 feet he tried to escape by flying in a zigzag course, during which, as is well known, it is difficult for an observer to shoot. That was my most favorable moment. I followed him at an altitude of from 250 to 150 feet, firing all the time. The Englishman could not help falling. But the jamming of my gun nearly robbed me of my success.

My opponent fell shot through the head 150 feet behind our line. His machine gun was dug out of the ground, and it ornaments the entrance of my dwelling.

Half in fun, Richthofen, when asked what his ambition was, replied that he would like to be the first of the chasers, and one day a telegram arrived which stated that "Lieutenant von Richthofen is appointed Commander of the Eleventh Chasing Squadron." Two days later he received from the Kaiser the Order of Merit, and he wrote: "I had never imagined that it would be so delightful to command a chasing squadron. Even in my dreams I had not imagined that there would ever be a Richthofen's squadron of aeroplanes." The exhilarating effect of the order is reflected in his story, for he said:

It occurred to me to have my packing case painted all over in staring red. The result was that every one got to know my red bird. My opponents also soon seemed to have heard of the color transformation.

During a fight on quite a different section

of the Front I had the good fortune to shoot into a *Vickers* two-seater, which was peacefully photographing the German artillery position. My friend the photographer had not time to defend himself. He had to make haste to get down upon firm ground, for his machine began to give suspicious indications of fire. When we notice that phenomenon we say: "He stinks!" It turned out it was really so. When the machine was coming to earth it burst into flames.

When I had got down to an altitude of about 1,500 feet engine trouble compelled me to land without making any curves. The result was very comical. My enemy with his burning machine landed smoothly, while I, his victor, came down next to him in the barbed wire of our trenches, and my machine overturned.

The two Englishmen, who were not a little surprized at my collapse, greeted me like sportsmen. They were the first two Englishmen whom I had brought down alive. Consequently it gave me particular pleasure to talk to them. I asked them whether they had previously seen my machine in the air. One of them replied: "Oh, yes. I know your machine very well." He added that the red aeroplane was known even to the troops in the trenches, who called it "*Le Diable Rouge*" (The Red Devil).

LETTERS FROM THE FRONT TO THE FOLKS AT HOME

THE Horine family of Delphos, Ohio, is represented at the Front by Lieut. Robert Horine, who is with the Michigan troops in France. He is full of enthusiasm and confidence and the spirit of America, and he is quite sure that the Germans are being properly whipt. He writes to his mother of the Memorial-day services in a city near which he was quartered. In the letter which is printed in the *Delphos Herald*, he says:

Yes, lots of soldiers through Delphos! Lots of them everywhere! Lots more needed! Lots more will come; all we need in good time we know, but here's one hat that is raised to the British and French who have stopt the steam-roller while we got ready. I believe America is united as never before and such a force can not be stopt, especially when such an issue is at stake.

Delphos is only an example. Everywhere good Americans are chasing out the skulking pups and whipping them into line. It makes us tingle with pride to think of "our backing." An American who wouldn't fight now is much out of place over here.

We moved as I expected. Can write you nothing out of the ordinary yet, but when I can I'll surely tell you something of the grand symphony we have been rehearsing so carefully.

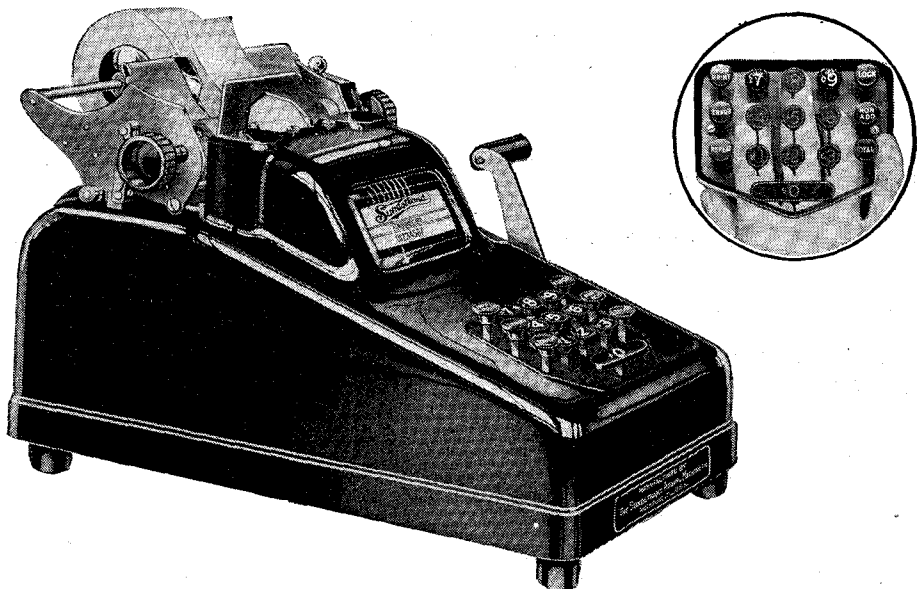
Everybody happy and feeling fit. To-day we sent one hundred men to a near-by city to participate in a Memorial-day service. Two generals, one French and one American, gave addresses; our band led the parade playing "Onward, Christian Soldiers!" and a splendid church service in a cathedral, centuries old, followed. It was a strange sight to see the soldiers of four nations, each with his own peculiar helmet and gas-mask, march in the door and up the aisle in a column of fours, then divide and pass to the right and left while the



10 Keys—at your finger tips!

NOT a single unnecessary key. No lost motion. No wasted effort. The Sundstrand has only 10 keys to operate—all at your finger tips—and these ten keys scientifically arranged in "one-two-three" order. That's why anybody—from executive to clerk—can add, multiply, subtract or divide with unusual speed, ease and accuracy. And why Sundstrand operators acquire such amazing speed. Ask for a practical demonstration in your office on your own figure work.

Sundstrand Adding Machine Co. Factory and General Offices
Rockford, Illinois, U.S.A.
Sales offices and Service Stations in principal cities



Sundstrand

ADDING MACHINE

Save the Thoughtless Dollars

"I got the sweetest hat today. And, my dear, of course, I didn't really need it, but—"

* * * *

"What if it is only a few blocks? Here, taxi!"

* * * *

"I know I'd feel a lot better if I ate less, but I simply must have a big order of—"

* * * *

Over there in the Picardy mud, pock-marked with significant craters and "plum-caked" with unspeakable things that once were men, our soldiers can't hear all that some of us are saying. Good that they can't, isn't it? It wouldn't make it any easier to stand firm against those blood-crazed, grey hordes who come on wave after wave because they believe their Kaiser is "God's anointed shepherd of the German people."

* * * *

It isn't that we Americans are a selfish people. We have simply been thoughtless.

Money is needed to win this war—let's give it. So far, we have been asked only to lend—to lend at a good round 4% interest. Turn your THOUGHTLESS dollars into War Savings Stamps.

NATIONAL WAR SAVINGS COMMITTEE
WASHINGTON



Courtesy through Division of Advertising

United States Gov't. Comm. on Public Information



W.S.S.

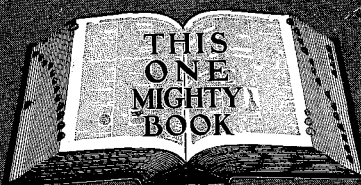
WAR SAVINGS STAMPS
ISSUED BY THE
UNITED STATES
GOVERNMENT

This space contributed for the Winning of the War by
AMERICAN TELEPHONE & TELEGRAPH COMPANY
NEW YORK CITY

ALL HUMAN KNOWLEDGE

SINCE THE WORLD BEGAN IS CONCENTRATED IN

Ask The Standard



It Never Fails

THE FUNK & WAGNALLS

NEW STANDARD DICTIONARY

Funk & Wagnalls Company, New York, also publish The Literary Digest

Write for interesting Booklet and Prices
Funk & Wagnalls Company, 354-360 Fourth Avenue, New York

arches of the cathedral fairly shook with our 125th band.

After the service the Tommies and poilus and Americans and Italians swapped cigarets in the streets; that is, the Americans swapped cigarets for smiles usually. Our boys feel that they are in duty bound to supply the Allied armies entirely with smokes and candy, and feel a like regard for all the civilians.

No unusual sight to see a husky in olive drab hoeing in a garden; another amusing some three-months-old baby while its mother thankfully rests. They even sweep the houses and wash dishes in spare time. Most of them would disdain any thought except to pass the time away, but deep down they are thinking, what if this woman was my sister, my wife, or my mother?

Once let an army have those thoughts at heart and they will give a good account of themselves anywhere, any time. Our men are sleeping in carefully camouflaged barracks on little wooden beds made of springy slats, and we have a real bath-house here.

I've my hands full with censoring my mail since Mothers' day. I gave my platoon a heart-to-heart talk that morning and as a result I've been flooded. I told them every good soldier wrote his mother at least once a week, and they have come across steadily ever since. I also told them a letter with anything but sunshine going to a mother meant three days "kitchen police." Witness the magic gloom dispersion.

In the same mail there was a letter from the lieutenant for his young nephews, John and Charles Horine, to whom he writes:

I was very glad to have the letters you boys wrote me, and very glad you have such a fine garden, and are buying so many thrift stamps. So many little boys and girls over here haven't had any candy for so long they have almost forgotten what it tastes like.

But they seem to be very happy and play games very much as you play at home. They nearly all wear wooden shoes, and the little boys wear black aprons which have sleeves and one button at the neck. Many of them wear little blue caps like the French soldiers, and they are all very fond of the strange Americans who have so much money and are so generous with their candy.

Nearly every day you can see some of our soldiers helping a poor old woman in her garden or cutting hay with a funny old scythe, and altho neither the soldiers nor the old lady can understand each other, they seem to get along very nicely. Everywhere we go we make good friends and when we leave a village the people wave their handkerchiefs and shout, "Au revoir, bonne chance," which means "Good-by, good luck."

Be good boys and write often to me.

"Mike" Tezekenos is fighting with the Americans in France and is glad of it. "Little Mike," as he was known in the Angelos Café in Freeport, Ill., where he was employed as a waiter, is a Greek. In a letter which is exceedingly brief but delightfully cheery, and which is printed in the Freeport Standard, he writes to friends:

I rich France O. K. Sure France is some beautiful place also the people here are very nice to us.

You don't know how much glad I am to be here with American uniform.

We get enough to eat, enough sleep and also we have good times here and we all work together to give the "hell" to the enemys. Nothing more to say, please tell my recards to all.

I hope this few lines rich you in good health as the live me. I will be glad to hear from you.

Thankfull, from

Little Mike.

Write to Pr. M. Tezekenos, Co. F 116 Engrs., A. E. F., France.

P. S. Please tell my recards to Mr. Angelos.

The Rev. James Houlihan is one of the seven priests of the Scranton (Pa.) diocese who are now serving as chaplains in the United States Army in Europe. In a letter to Bishop M. J. Hoban he says he believes if mice and rats were eliminated war would be more bearable. Some of his experiences at the Front—among which may be mentioned reading mass in a dug-out and hearing the boys' confessions while they serve the guns—are related in a letter which the *Philadelphia Press* prints, and in which Father Houlihan writes:

We are up at last, and the guns boom almost continuously. Airplanes fighting one another are seen day in and day out. The aircraft guns' throwing of shrapnel about the air is a thrilling sight, and war, with its proper perspective, is ours at last. The hard and tough things are not bad when you meet them, and war, so far, has left us unafraid and smiling. Just now a big shell went whizzing by and an officer drew our attention to the impact of the explosion.

But the mud and incessant rain make us weary, and the horrible rats, as big as half-grown cats, get at our nerves occasionally. I hate mud and rats. I wish both could be eliminated, and then war would be less trying. When I go to bed I slip in under a canvas sleeping-bag, and, while I feel the rats on the canvas, I am sure they can do me no harm. One of our men paid \$5 for a big cat. The cat either feared the rats or liked them. Mr. Cat failed to make good and was promptly put to death.

All over the Front a man finds altars and little chapels. The French priests did us a good turn and we are grateful. I said mass in a natural dugout, and the altar was dry and well made. I said mass on an old car and had to kneel down when the men received communion. The mud and rain have changed the color of my vestments, but they are all right. I would suggest that khaki or black albs and other accessories be substituted for white.

I have had no chance to get things washed, and you can readily understand the condition of my vestments. But my work is most encouraging. Men go to confession for the asking, and the soldier will tell his sins out loud without heed of any one or anything. The privacy of the usual confessional has become but a memory to me. I hear the men in dugouts, by the guns, while they are feeding horses, in fact, everywhere, and I like it. It is a rough life, and all the gentle things are at times forgotten. The talk of the men as they try to persuade bad horses; the rats and the mud; the rain; the rainy, cold days of France in springtime—all these, and

Women's National Honor Medal



For the Mothers, Wives, and Sisters of the men in war service

who are giving up their loved ones to make the world safe for democracy, deserve to wear some distinctive insignia, such as the Women's National Honor Medal, setting upon them the seal of service in recognition of their supreme sacrifice. It was for this purpose that this Medal was conceived and designed. "They also serve," not in waiting but in action, they are preserving our homes, they are assuming heavy burdens, they are doing unaccustomed work. That all the world may know the brave effort they are putting forth, and show them the homage they have earned, they should wear this insignia.

For a gift from the departing soldier or a token from a friend, what could be more appropriate? It will be proudly worn and be a treasured heirloom to pass on to future generations.

The Medal will not be reproduced in cheap form as this would be inconsistent with the high ideals for which it stands. The modeling, workmanship and finish are of the finest that American medalists can produce, and each Medal and Locket is guaranteed perfect.

On the face of the Medal is one large Red Star representing the one great Sacrifice of American Women; surrounding this Star and completing the Red, White and Blue effect, is the inscription "In Recognition of the Sacrifices of American Womanhood." On the reverse side is engraved the picture of the boy bidding his Mother, Wife and Sister "Goodbye." Encircling this reproduction is the following quotation from an address by President Woodrow Wilson: "The world must be made safe for democracy." It would be difficult to design a more fitting and appropriate Medal recognizing the sacrifices of the Women of America.



MEDAL

Sterling Silver	\$5.00
Gold Filled	8.00
Solid Gold	18.00



LOCKET

Sterling Silver	\$7.00
Gold Filled	10.00
Solid Gold	20.00

Each Medal or Locket is Set in a Handsome Case

If you are not pleased with the Medal or Locket, you can return same within five days after receipt and we will refund money.

To secure the Women's National Honor Medal or Locket, it is necessary to state the name and address of the wearer, with the name of the son, husband or brother and branch of service.

We reserve the right to refuse shipment and return money to any person not entitled to wear the Women's National Honor Medal and will appreciate a notification of the name and address of any one wearing or securing one under false pretense.

National Medal Co.

922 Drexel Bldg., Philadelphia, Pa.

Enclosed find \$..... for which send Women's National Honor Medal or Locket to

Name.....

Address.....

I send particulars in accompanying letter, as specified above.

(Signed).....

WANTED AN IDEA!

Think of some simple thing to patent. Protect your ideas; they may bring you wealth. Write for "Needed Inventions" and "How to Get Your Patent." RANDOLPH & CO., Dept. 171, Washington, D. C.

ATTEND Chicago "Tech"

The nation is calling for technical men. Engineers and Draftsmen are needed. Demand for our graduates is greater than we can supply. Study now. Faculty of consulting experts. No unusual entrance requirements. Low tuition fees. Our intensive methods bring quick results. **ARCHITECTURE DRAFTING** CIVIL-MECHANICAL-STRUCTURAL-ELECTRICAL No time wasted on unnecessary studies. Complete course in two years. Short courses for special students. Chances for self-support while studying. Write us for catalog and full particulars. **DAY AND EVENING CLASSES** Convenient Study and Practice Hours **Chicago Technical College** 2721-N Michigan Ave. Chicago

A LITTLE TREASURE FOR EVERY HOUSEWIFE The Expert Cleaner

How best to clean everything in and about the house. Hundreds of useful recipes. 12mo, cloth, 75 cents. **FUNK & WAGNALLS COMPANY - NEW YORK**

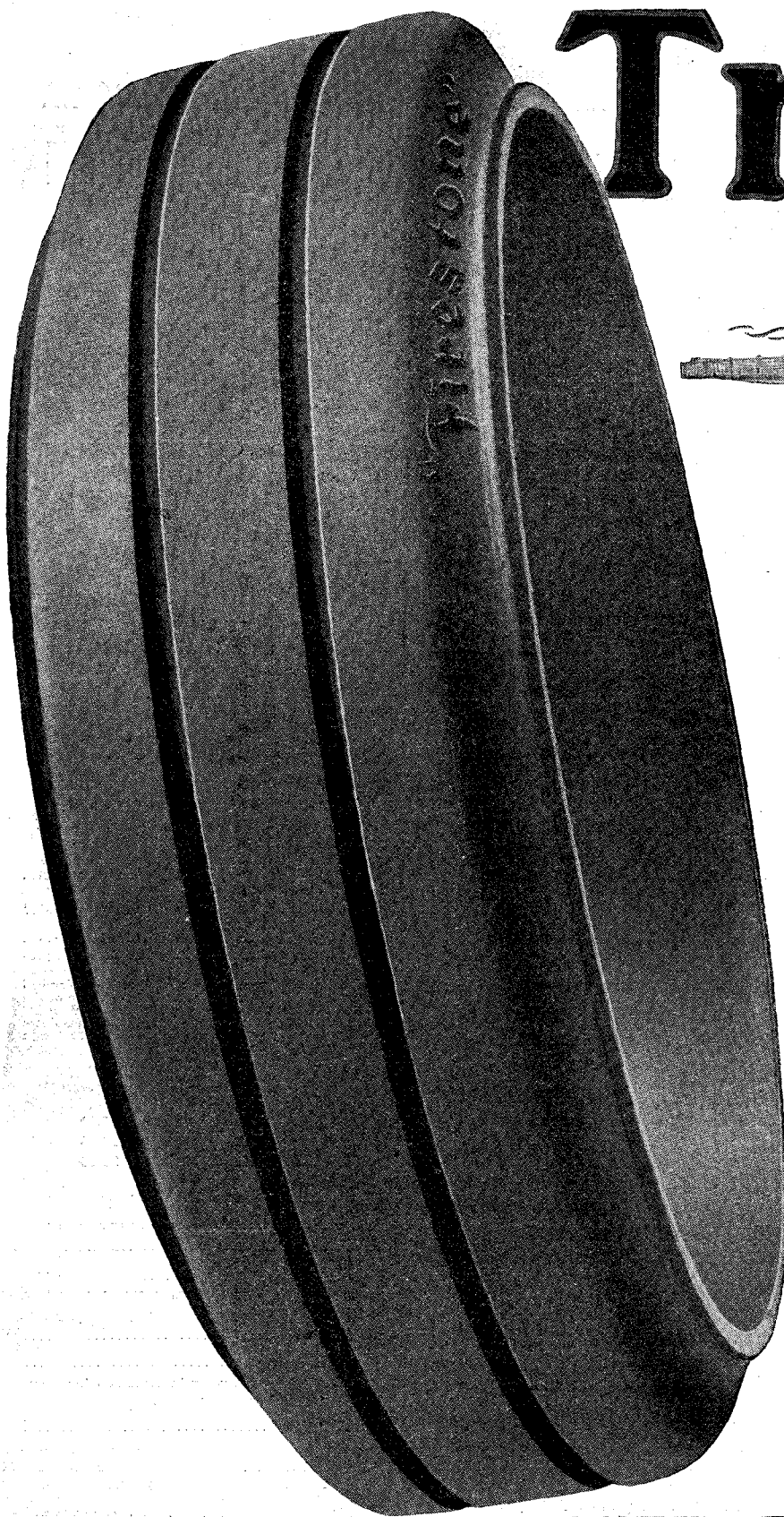
Short-Story Writing

A COURSE of forty lessons in the history, form, structure and writing of the Short Story, taught by Dr. J. Berg Esenwein, for years Editor of Lippincott's.

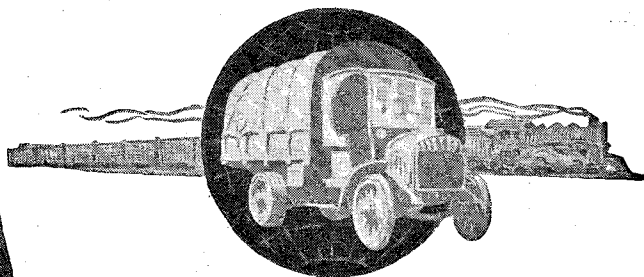
Two important contributors to the **JUNE ATLANTIC MONTHLY** are H. C. S. folks. Our students are selling right along to leading magazines, from the **ATLANTIC** down. One busy wife and mother is averaging over \$75 a week from photograph writing alone.

Also courses in Journalism, Verification, etc. No institution is better equipped to train for successful authorship. 150-Page Catalog Free. Please Address

The Home Correspondence School Dept. 71, Springfield, Mass.



Trans



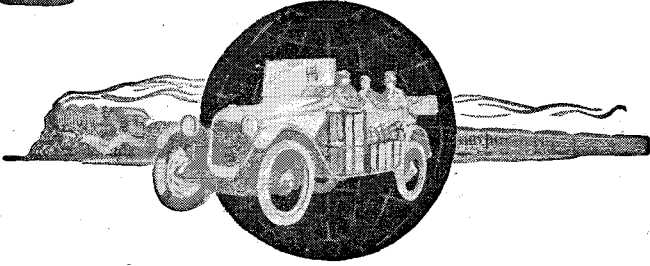
Freight

WITH ships engaged in war service, with railroads jammed to capacity, a triple burden falls on the motor truck. Coast-wise shipload as well as train-load are now added to the normal truckload. Trucks today must carry more and move faster. If you use motor trucks in your business, interpret this significant fact: more than half the motor trucks made and in operation in America are equipped with Firestone Tires.

FIRESTONE TIRE & RUBBER CO.
FIRESTONE PARK AKRON, OHIO
BRANCHES AND DEALERS EVERYWHERE

Fire

portation



Passenger

QUICK transportation of passengers is as important as the quick transportation of goods. The motor vehicle, the motor car, motor bus, taxicab, motorcycle and even the bicycle have risen in the field of utility and service. The most important point in motor transportation is the tire that assures safe arrival. That is why you will find the name Firestone on tires for every type of vehicle made.

FIRESTONE TIRE & RUBBER CO.
FIRESTONE PARK AKRON, OHIO
BRANCHES AND DEALERS EVERYWHERE



stone

other things, you probably never can realize. But we are in the midst of these things, and do not mind, for we have the Hun guessing, and we will beat him.

Edith Harrold Gillingham, of Philadelphia, is engaged in war-work in France, and in an interesting letter to the chairman of the Emergency Aid of that city she writes of an evening spent in the American Soldiers' and Sailors' Club in Paris:

I always thought our Emergency Aid was marvelous, but now I am fairly bursting with pride when I think not only of all you are doing at home, but of this splendid club which you have started so far away. Being a Philadelphian, and having worked in the Emergency Aid since 1914, I feel almost as if 11 Rue Royale were an annex of 1428 Walnut Street. It seems as if I were very close to home when I am there, and you cannot imagine how glad and proud I am when I hear the men's enthusiastic praise of the club and see the good times they have there.

It is so much smaller and more home-like than any Y. M. C. A. hotel or canteen, there is a much more personal interest taken in the men, and they are unanimous in agreeing that our seventy-cent dinners of soup, meat, two vegetables, dessert, and coffee are the best and the cheapest in all France.

There are five large, comfortable rooms on the second floor of the building, one for concerts and other entertainments, where there are a grand piano, a Victrola, and tables piled high with the latest magazines and home papers. Then a reading-room, a billiard-room, an office, and a canteen where the men can buy tobacco, chewing-gum, etc. And where there is also the greatest attraction of all, and the only thing that reconciles them to the war, a soda fountain producing real American ice-cream soda! It is wildly popular, and the talk of the town.

On the top floor we have a suite of six rooms with three lovely dining-rooms, so clean and fresh and cheerful that it is a joy to serve meals in them. And such dinners! To-night, for instance, there were a good French soup, macaroni and apple sauce, delicious pork that tasted exactly like duck and fooled us all, and for dessert pancakes with jam. The men were in ecstasies over this last.

"Just like home,"—"Wish we got things like this at the mess,"—"Say, lady! Can I have some more?" etc., etc. After dinner the big room down-stairs filled to overflowing, for every Wednesday and Saturday nights they have entertainments. Here one sees every type of soldier and sailor; it is very interesting to study the faces and hear the different remarks.

To-night we had a very fine pianist and an excellent singer, then four boys from Tennessee got up a little quartet—darky songs, clog-dancing, take-offs on certain officers, all of which kept the audience in roars of laughter. Then came the latest favorite, introduced here by Elsie Janis not long ago, "When Yankee Doodle Learned to Parlez-vous Français." This was sung with great gusto by the entire audience, followed by other popular war-songs, and ending with "Mother Machree" and "The Long, Long Trail."

Through the thick haze of smoke I watched the faces in front of me, the laughter had suddenly died down, they were very quiet and thoughtful. Their minds were far away from France and the war. Every voice took up the chorus,

blending and swelling forth in a wave of sound that filled the room:

There's a long, long night of waiting
Until my dreams all come true,
But the day will come when I'll go down
That long, long trail with you.

I wondered who was waiting for each of them at the end of the trail, and just how many of them would ever return to find their dreams all come true. When the song was over, as if with one accord the men rose and began filing out of the room. It seemed a fitting close to the evening,—they wanted no other music to mar that vision of home and the future that had come to them all for those few brief moments.

As we walked along through the inky blackness of the deserted streets, from a throng of quiet, vague forms ahead of me came a voice breaking in abruptly upon our thoughts:

"Gee! What a night for a raid! Wonder if Fritzie'll get through this time?"

Lieut. A. Leston Arnold, of Owosso, Mich., was assistant surgeon on the *President Lincoln*, the American transport sunk by an enemy submarine. In a letter to his mother, which is printed in the *Argus Press* of his home town, he describes the sinking of the vessel, and incidentally has a good word to say for the commander of the German *U-boat*:

I have gone through one of those experiences which you wouldn't repeat for anything. It has imprest upon me a great number of times the great value of training and discipline.

I had just completed sick call and stepped out on the deck. I was looking out over the water and saw a number of bubbles coming to the surface, and in a fraction of a second I saw a torpedo coming toward us. If I live to be a thousand years old I will never forget that green streak with a red tail. I kept my eyes on this one, and also saw another one deeper in the water. I waited for the explosion, which was not nearly as bad as I had anticipated. Then I got my gun from the sick-bay office, and ran for the sick bay. I had charge of that part of the affair and got the patients out in a short time. This was where the training came in, and without it we never could have accomplished it. After we got the patients in the boat or on the rafts I put on an extra rubber suit and went on a raft. The boat was pretty well gone by that time, so that I only had to sit down on the deck and slide off into the raft.

We had been on the raft about an hour when we sighted a ship on the horizon, and, thinking that it was a destroyer coming to our rescue, we all gave several cheers. It soon became evident, however, that it was Fritz, in his submarine, and the cheering ceased. All this time 95 per cent. of the men were seasick. Fritz came right among us, and I was within 15 feet of him a few times. He had his guns trained on us and a number of his crew were on deck. We all thought that he would fire, and I felt that, if it was not for my dearest ones at home, he could shoot and be damned. I was pretty sick when I felt that way. He turned out to be a white man, however, and took one boy aboard the submarine and gave him some whisky and coffee and let him go. He did capture one officer and keep him, but was very considerate of us. After a couple of hours he left us and did not return until late in the afternoon, and then for only a short time.

We floated around on the rafts, which

were all tied together, and to the life-boats until about midnight, when we saw lights and rockets on the horizon. Then the cheers went up, for we were pretty sure that it was help, and we were ready for help. They proved to be two destroyers, and they picked us up. I got aboard "all in" at 3:30 A.M. and was carried to the cabin and put in a bunk. I was terribly seasick still, but I felt a thousand times better than I did when I was on the raft. They were wonderful to me on that boat, and brought us to a French port. I haven't recovered my nerve yet, and it is six days since it happened.

I guess I am a poor sailor, but I am game, and will stick as long as they will let me.

Miss Elizabeth B. Mayton, of Hoboken, N. J., is doing clerical work at the Hôtel Petrograd, established in Paris by the Y. W. C. A. for the benefit of American women engaged in war-work. In a letter to the folks at home she writes:

I shall not soon forget our warm welcome at the door of the Hôtel Petrograd.

At the railroad station we were told at once to hurry.

We will surely have a raid to-night. Had a terrible one a short time ago. Several small ones since. If you hear a siren, run into a place marked "*Abri*"—that is what they shouted to us as soon as we got off the train.

On the way to Paris we met a young Belgian, who was returning to Flanders from a short furlough spent in his home in Chicago, after about three years of fighting in the trenches.

As I waved my small American flag this Belgian soldier asked if he could have it, and told me to think of it waving a few days later in the trenches of Flanders.

The *Boches* have sadly interfered with the impromptu social affairs of the young women at the hotel. Miss Edith Granger, of Mount Vernon, N. Y., writes that it has been a little difficult to get a night free from bombardments for their clubs and entertainments, and she says:

We have quite acquired the habit of answering any one asking what the plans are for the evening: "Well, I am going to bed as soon as I finish my dinner, to try to get a few hours' sleep before 'they come over,'"—because you know that warning *alerte*, sounding through the streets of Paris, says to us, "Get up and come down, get up and come down." And, oh! those midnight-raid parties with the girls crowding into the *vestiaire* in every costume imaginable!

Over by the desk in the corner sits our bookkeeper, who has been caught here overtime on the books. Mixed in with the others are three or four men in uniform who have come to call and been forced to stay. And the whole is dimly lighted by two small candles. Miss Blanche Geary, manager of the Hôtel Petrograd, always fully dressed to the last hairpin—I don't see how she manages it; I believe she never undresses—is like a general in command. She is everywhere at once, even up to the top floor to make sure that every guest and servant has been awakened. Oh, it is a great life!

Safety First.—"Why is it that you never mention your ancestors?"

"Because I believe in letting bygones be bygones."—*Boston Transcript*.

GENCO

RAZORS

What Kind of a Razor Does Your Barber use?

Your barber is a professional. He uses professional tools. He shaves everyone, even himself, with a single-bladed, professional razor.

GENCO Razors are single-bladed, professional razors of the highest grade.

We first developed the correct formula for the steel. Then followed a painstaking testing out of all known processes of forging, grinding and tempering razors in use on both sides of the Atlantic. We improved upon many of these; we invented and patented certain important new processes. The result is the GENCO Razor of today.

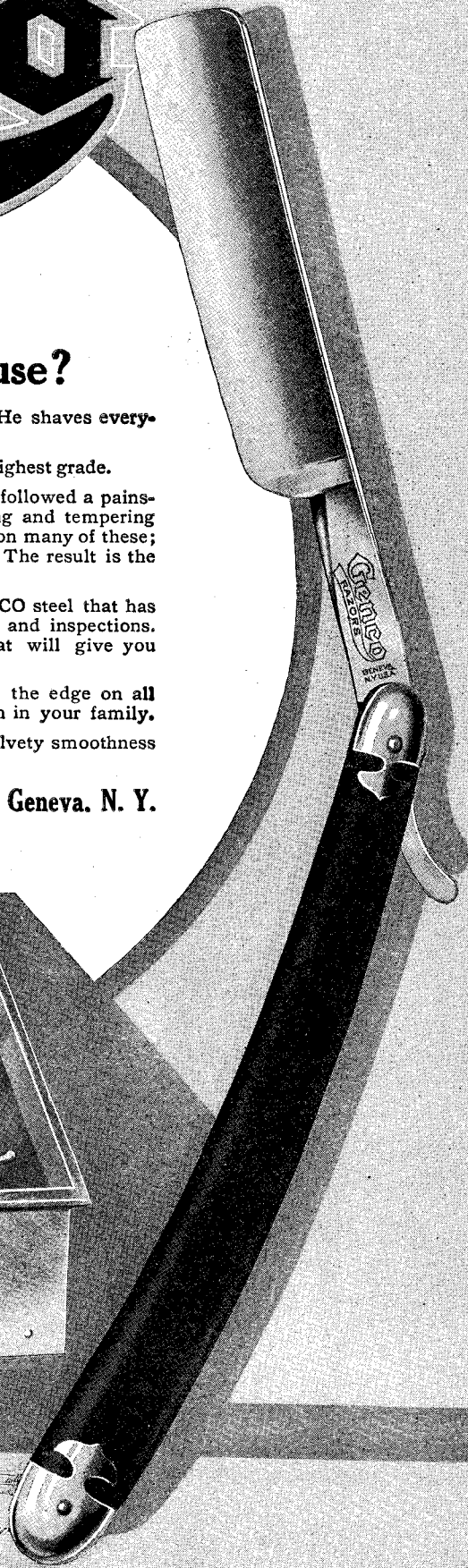
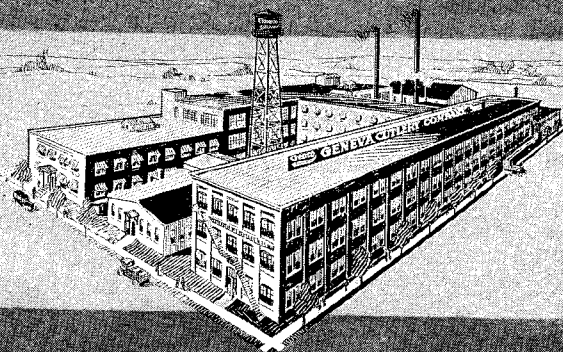
Every GENCO Razor is a flawless, keen-edged piece of GENCO steel that has triumphantly passed 79 different manufacturing operations and inspections. These inspections absolutely insure a hard and fast edge that will give you years of loyal service.

GENCO Razors must make good or we will. They have the edge on all razors. A GENCO Razor is an heirloom, to be passed down in your family.

If you long to shave yourself with the speed, comfort and velvety smoothness of a professional, buy a professional razor—a GENCO.

GENEVA CUTLERY COMPANY, 235 Gates Avenue, Geneva. N. Y.

*Largest Exclusive Manufacturers of
High-Grade Razors in the World*





Champion
Dependable Spark Plugs
**Big Increase in
Porcelain Efficiency**
**Three Times the Resistance to
Breakage from Sudden
Change in Temperature**

THREE THOUSAND
four hundred and forty-
nine experiments, ten years
of unremitting laboratory
work—and then came the
startling results of—

Experiment 3450

Now you may be virtu-
ally certain that the por-
celain insulator of your
spark plugs will never
break from sudden
change in temperature.

Champion Porcelains have always stood up well under temperature changes.

But Champion 3450 Porcelain has three times the resistance to extreme temperature variation compared with the best previous porcelain.

Always Dependable, Champions are now Super-Dependable. Insist on Champions for your motor—see that Champion is on the Porcelain as well as on the box.

Champion Spark Plug Company, Toledo, Ohio
Champion Spark Plug Company of Canada, Limited, Windsor, Ontario

THE SPICE OF LIFE

Old Stuff.—"Muriel feared the girls wouldn't notice her engagement-ring."

"Did they?"

"Did they? Four of them recognized it at once."—*Judge*.

Putting It Over on Jinks

These lines to Mrs. Jimpson-Jinks,
Who frets because her husband drinks,
And who, when hubby is not looking,
Sneaks booze cure into the family cooking.
—*Richmond Times-Dispatch*.

An Impressive Pause.—RICH OLD AUNT
—"Robert, I am going to make my will.
I think I shall leave you—(pause)
NEPHEW (eagerly)—"Yes, aunt."
AUNT—"Before long."—*Boston Transcript*.

Blessing of War.—"Remember, this war is for the sake of peace."

"I'm already beginning to feel the peaceful results in my own home," replied Mr. Cumrox, confidentially. "Nobody plays Wagnerian music any more."—*Washington Star*.

Thrust and Parry.—Pangs of jealousy were in Miss Coldfoot's heart when she heard that her late admirer had been accepted by Miss Lovebird, and when she happened to run across her in the bargain rush could not resist giving a thrust.

"I hear you've accepted Jack," she gushed. "I suppose he never told you he once proposed to me."

"No," answered Jack's fiancée. "He once told me that there were a lot of things in his life he was ashamed of, but I didn't ask him what they were."—*Pittsburg Chronicle-Telegraph*.

Having a Good Time.—What constitutes recreation depends, of course, on the point of view. Here is that of a certain small citizen in a school for dependent children. He wrote to his father thus:

"We are having a good time here now. Mr. Jones broke his leg and can't work. We went on a picnic and it rained and we all got wet. Many children here are sick with mumps. Mr. Smith fell off of the wagon and broke his ribs, but he can work a little. The man that is digging the deep well whipt us boys with a buggy whip because we threw sand in his machine, and made black and blue marks on it. Harry cut his finger badly. We are all very happy."—*Everybody's Magazine*.

A Perfect Evening Spoiled.—"Isn't it glorious here?" she exclaimed when the waiter had taken their orders.

"Do you think so?" he replied.

"It's perfectly lovely. Everything is in such beautiful harmony—the fountain, the trees, the swaying lanterns, the music—everything is ideal. It's like Fairyland."

"I'm glad you like it."

"I'm simply enchanted. Doesn't it make you feel as if you had stepped out of the every-day world into something strange and new?"

"Not a bit."

"What's the matter? You don't seem to be enjoying yourself."

"My boss is sitting at the third table over there to your left, and I can tell by his look that he's wondering how I can afford to blow myself at a place like this."—*Dayton News*.

A Polite Retort.—TRAFFIC COP—"Come on! What's the matter with you?"

TRUCK-DRIVER—"I'm well, thanks, but me engine's dead!"—*Buffalo Express*.

Strapped, Too.—"Society finds its level in a street-car, doesn't it?"

"Well, it shows how many people who think themselves in good standing are merely hangers-on."—*Baltimore American*.

Another Raw Recruit.—COLONEL—"Didn't you hear me give the command to fix bayonets?"

PRIVATE—"Yes, Colonel, but my bayonet is all right; there's nothing wrong about it to be fixt."—*Yonkers Statesman*.

Only Thing He Wouldn't Take.—SUBBUBS—"I heard that your last servant was a regular thief."

HUBBUBS—"Well, I wouldn't use so harsh a word, but I will say that the only thing we could leave around him with any safety was a bath."—*Indianapolis Star*.

Helpful Helpmeet.—"Charley, dear," said young Mrs. Torkins, "I have thought up a witticism for you to tell at the club."

"Do I have to tell it?"

"Of course not. But you'll miss a great chance if you don't. It's this: Baseball players ought to be put into the Navy instead of the Army. Go on; ask me 'Why?'"

"Why?"

"So that they can steal submarine bases."—*Washington Star*.

No Time to Holler.—"I want to have a tooth drawn," announced the small boy with the steel-gray eye, "and I want gas."

"You're too young to have gas, my little man," said the dentist. "Besides, I'm sure you aren't afraid of being hurt. Sit still and be a man."

"It isn't that at all," said the boy, "but I'm afraid I shall not be able to help giving a bit of a squeal when it comes out."

"Well, that won't matter at all," said the dentist. "I'm sure I shall not mind."

"No, but I shall. Look out of that window."

The dentist looked and saw a lot of grinning lads standing under the window.

"They're all the kids I've fought and licked," said the customer, "and they've come to hear me holler."—*Pittsburg Chronicle-Telegraph*.

Remembered the B.—A Chicago man was walking through a foreign quarter of his city when, with an amused smile, he stooped in front of a small eating-place, on the window of which was painted in white, "Lam Stew."

Now the proprietor happened to be standing in the doorway, and when he saw the smile of the gentleman who had stooped in front of his place he asked to be favored with an explanation of the joke.

Whereupon the other explained about the missing "b" in "lamb," and the proprietor accepted the correction in good part, at the same time expressing his thanks.

When next the Chicago man passed that restaurant he found that the menu had been changed, but that the lesson in orthography had not been forgotten. The proprietor was now offering "Clamb Chowder."—*Harper's Magazine*.

CURRENT EVENTS

THE WAR

THE GERMAN OFFENSIVE

July 2.—A London dispatch states that the French push forward, recapturing the village of St. Pierre-Aigle and carrying out raids between Montdidier and Noyon and to the east of Reims. Berlin states that the attack west of Château Thierry was repulsed contrary to reports from our front. Three desperate assaults on the British right were hurled back. On the left the enemy regained a portion of his former defenses.

The French official report states that thirty prisoners were taken in the operation against St. Pierre-Aigle, and asserts that the German counter-attacks against the positions captured by the Americans in the Vaux region completely failed.

The British official report announces that an enemy attack, accompanied by a heavy bombardment, to recapture ground northwest of Albert was repulsed except at one point where the enemy succeeded in gaining a foothold.

The report from Berlin states that at many points attacks launched by the Allies were repulsed, and strong patrol assaults west of Château Thierry are said to have failed.

In an official statement the War Office at Berlin reports that since the beginning of the German offensive on March 21 cannon to the number of 2,476 were taken and 15,024 machine guns were brought back from the battle-field to collecting stations.

July 3.—London reports that the French, following up their policy of punching holes in the German front, take the Germans by surprise on a front of two miles at Moulin-sous-Touvent, penetrating the enemy positions more than half a mile. On the British front the enemy recapture a position in the Albert sector southeast of Bouzincourt.

The French officially report the total number of prisoners taken north of Moulin-sous-Touvent as 457. West of Château Thierry an enemy attack was checked and prisoners were taken.

The British report notes the recapture by the enemy of the ground taken in a minor engagement on June 30. Successful raids were made near Boyelles, Moyenneville, and Merris, prisoners being taken.

Berlin reports that strong Allied attacks at Merris and Moyenneville broke down. Partial attacks near St. Pierre-Aigle are said to have been repulsed.

July 4.—London dispatches report that the Australian troops, assisted by the American infantry and some tanks, drove against the enemy lines east of Amiens over a four-mile front, capturing the villages of Hamel and Vaire and the Hamel Woods, together with 1,500 prisoners. Between Autrèches and Moulin-sous-Touvent the French extended their gains on a front of a mile and a quarter, penetrating three-fifths of a mile and taking 1,066 prisoners, including 18 officers.

The French official report states that aside from the Hamel operation, several raids were carried out north of Montdidier and on the right bank of the Meuse, prisoners being taken.

The German report states that violent attacks by the French forces north of the Aisne were launched. East of Moulin-sous-Touvent the attacks are said to have been repulsed while the rest of the attack is reported to have

America First!



America Leads Because Its Finest Roads Are Tarvia Roads—

Twenty-five years ago, the roads of Europe were the best in the world. Two centuries of incessant care had made them so smooth and firm that people thought they would never wear out. But along came the automobile, destructive alike to the roads and all road-building traditions. The highways had not been constructed to bear this kind of traffic, and unless protected by modern methods they promptly went to pieces. So Europe had to start even with America in developing roads that could withstand the gruelling test of the new conditions.

Now America leads.

The finest roads the world has ever seen are now constructed in this country and a *very large part of these roads are built and preserved with Tarvia.*

Tarvia

Preserves Roads—Prevents Dust

Tarvia roads are dustless and mudless, durable and automobile-proof. They give the maximum of wear at the minimum of maintenance expense.

Now when we are at war they are indispensable to the Nation because they bring the farmer closer to the consumer. They broaden his field of operations and make it profitable for him to produce more and more food to feed America and our Allies.

With plenty of good roads, motor-truck traffic can take care of thousands of tons of food, fuel, and munitions, and relieve the railroads to a very great extent.

Every highway authority, every government official, should be interested in this problem *because good roads will help us win the war.*

Special Service Department

In order to bring the facts before taxpayers as well as road authorities, The Barrett Company has organized a Special Service Department which keeps up to the minute on all road problems. If you will write to the nearest office regarding road conditions or problems in your vicinity, the matter will have the prompt attention of experienced engineers. This service is free for the asking.

If you want *better roads and lower taxes*, this Department can greatly assist you. Booklet free on request.

The **Barrett** Company

New York
Cincinnati
Nashville
Duluth
Lebanon
Latrobe

Chicago
Pittsburgh
Salt Lake City
Milwaukee
Youngstown
Bethlehem

Philadelphia
Detroit
Seattle
Bangor
Toledo
Elizabeth

Boston
Birmingham
Peoria
Washington
Columbus
Buffalo

St. Louis
Kansas City
Atlanta
Johnstown
Richmond
Baltimore

Cleveland
Minneapolis



Montreal Toronto Winnipeg Vancouver St. John, N. B. Halifax, N. S. Sydney, N. S.

broken down in front of the German entanglements.

July 5.—London reports that no further effort of the Germans was made to regain positions at Hamel where the Australians are holding firm.

The British report that the number of prisoners taken on July 4 exceeds 1,500, including 40 officers. A hostile counter-attack against the British new positions was easily repulsed.

The French report activity of the opposing artilleries south of the Aisne in the regions of Cutry and Montgobert.

Berlin admits the penetration by the British of the village and wood of Hamel. East of Villers-Bretonneux the Allies are said to have been thrown back. Fighting activity is reported to have been revived on the whole front of the Army of the Crown Prince Rupprecht and kept up with increased intensity.

July 6.—London dispatches state that the British are not only holding their gains but have advanced their lines northeast of Villers-Bretonneux on a front of a mile and a quarter. Unsuccessful efforts of the enemy to retake the positions gained show the importance of the advance, which is believed in London to have seriously upset the enemy's plans.

Berlin reports the continuance of artillery-activity with increased firing between the Oise and the Marne and southwest of Reims. Strong advances of the Allies against the Clignon sector are said to have been repulsed.

July 7.—Only minor raids on the French battle-front are reported in London dispatches.

The British report an enemy raid near Loere repulsed, and a few prisoners and a machine gun captured in a raid east of Hamel. Hostile artillery is reported to have been active in the Béthune sector.

The French report artillery-actions south of the Aisne, and an American raid in the Vosges, prisoners being brought back.

Berlin reports state that west of Château Thierry the French and Americans attacked in strong force. The attacks are said to have broken down in bitter hand-to-hand fighting, the Allied losses being "again very heavy."

July 8.—London reports that disregarding the probability of the immediate resumption of the German offensive, French forces launch an attack southwest of Soissons, gaining two-thirds of a mile on a two-mile front. Several hundred prisoners were taken in the operation.

The British report that the Australians advanced their line 3,000 yards astride the Somme, taking a few prisoners. The enemy's trenches were also entered east of Hazebrouck. Hostile artillery is reported to be active.

The French report that enemy positions on the outskirts of Retz Forest were attacked and Chavigny Farm and the ridges north and south occupied, 347 prisoners, including 4 officers, being taken. The night was marked by artillery-actions between the Forest of Villers-Cotterêts and the Marne.

Berlin reports heavy artillery-action on both sides of the Lys, La Bassée Canal, and the Somme, and west of Château Thierry. Partial British attacks on both sides of the Canal are said to have failed with heavy British losses. Allied attacks on the Clignon sector, near Merris and south of Lys, are reported to have broken down.

July 9.—London dispatches state that *The Westminster Gazette* points out that the real explanation of the delay in the German offensive is that General Ludendorff does not see his way clear to a successful attack.

The British official report states that enemy artillery has been active against positions recently captured by the British south of the Somme.

The French report that an enemy counter-attack at Chavigny Farm failed, while west of Autheuil the French capture 530 prisoners and 30 machine guns. The French were supported by tanks. Ferme Porte and Fermes des Loges were captured. Counter-attacks were repulsed and all gains held.

Berlin reports that French attacks southwest of Noyon were repulsed and successful local operations by the Germans are reported west of Château Thierry. Allied attacks on the north bank of the Somme and south of La Bassée Canal are said to have been frequently repulsed.

THE ITALIAN FRONT

July 2.—Paris reports that the Italian troops again press forward in an offensive movement in the vicinity of Monte Grappa, capturing important positions and taking 600 prisoners. In the fighting on the Asiago Plateau heavy losses were inflicted on the Austrians, lost positions regained, and 127 prisoners and machine guns and trench-cannon taken. Dispatches from the War Office in Rome indicate that the Italians have the upper hand.

The Austrian official report states that artillery-activity increased on the whole Italian front. No infantry actions on a large scale are reported.

July 3.—A Paris dispatch states that the Italians suddenly transfer their main offensive movement from the mountains to the lower Piave, where they advance by a succession of heavy strokes, taking 1,900 prisoners. In the region northwest of the Grappa the Italian forces stem an enemy counter-attack and establish themselves in the positions won on July 2, taking 25 officers and 596 men of other ranks, with 22 machine guns and a large quantity of material.

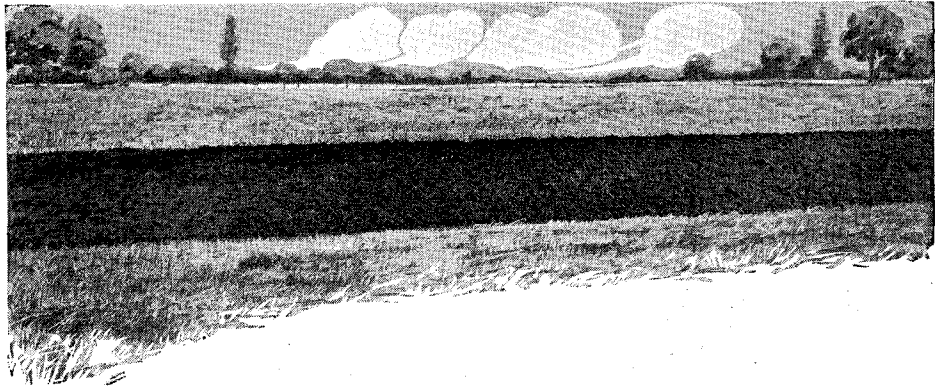
The Austrian official report states that after bitter fighting all day at the mouth of the Piave the Italians were unable to obtain any success with the exception of a slight gain near Chiesanova. Fighting on the Venetian mountain-front is reported to be extraordinarily active.

July 4.—The Italians continued to gain ground in the offensive begun on July 2 in the coastal zone, 233 prisoners and several machine guns being taken. On the Asiago Plateau British and French forces penetrate enemy trenches at Canove and Bertigo, capturing prisoners.

The official Austrian report states that the gun-fire was extraordinarily heavy on the southwest front. Fighting continues in the Piave delta.

July 5.—Rome reports that the Italians are making steady progress in the lowlands at the mouth of the Piave. In the mountain sector they have extended their lines at the head of Calcino Valley and held the ground gained despite heavy counter-attacks by Austro-Hungarian forces. On the Piave, 419 prisoners and a battery of six howitzers were captured. Two counter-attacks against Monte Cornone and Sasso Rosso were repulsed with hand-bomb and bayonet.

Vienna reports that Italian attacks on the Austrian left wing at the mouth of the



How Oliver Leadership Has Been Earned

A complete knowledge of soil conditions, plow design, tractor construction and operation, plow hitches and a well-established, country-wide service organization—the *essentials* of proper plowing—and *continued* proper plowing are the things that have *earned* Oliver leadership.

These things, translated into plow terms, mean simply this: That Oliver plow strength is more enduring. That Oliver plowing is more productive. That the service of an Oliver plow is more constant and longer lived because of the expert service plowmen who are ready to see that the Oliver owner gets the *right* plow results *all the time*.

All Oliver Plows are furnished with combined rolling coulters and jointers, quick detachable shares, with chilled or steel bases.

2 Bottom Plow, \$175	4 Bottom Plow, \$310
3 Bottom Plow, \$225	Plus Freight Charges

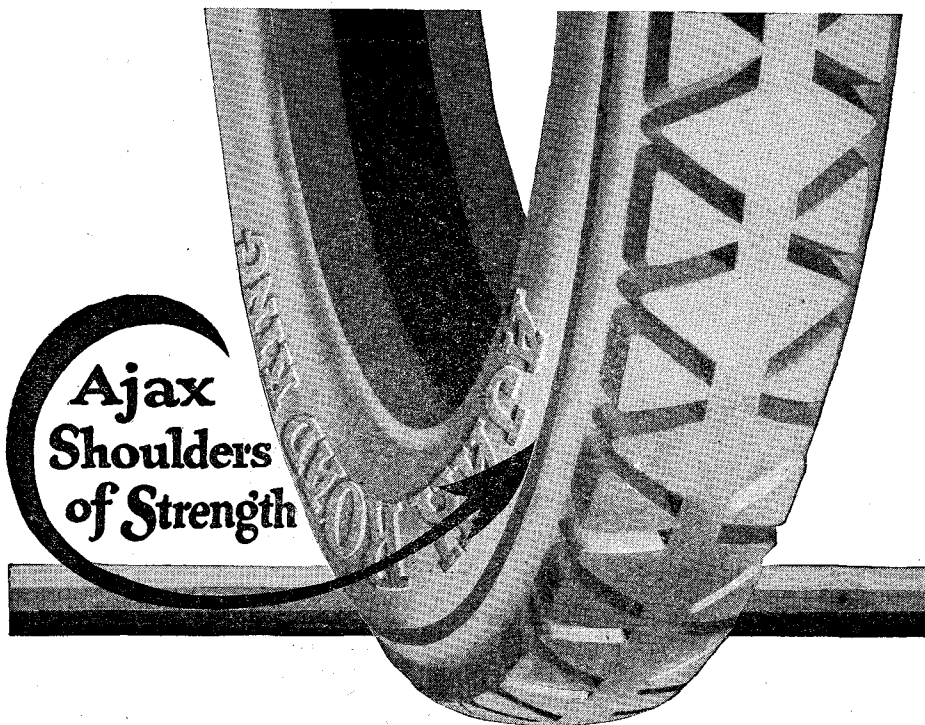
(Prices Subject to Change Without Notice)

Oliver Chilled Plow Works, South Bend, Indiana



There's an Oliver Dealer in Every Town





Greatest Strength Where Road Strain Comes

Study of tires and tire records reveals the greater utility built into Ajax tires. See for yourself the special feature which gives Ajax tires a reinforcement where strain is most severe.

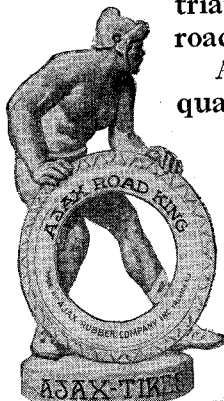
This exclusive feature, known as Ajax Shoulders of Strength, is the biggest of all reasons why Ajax tires are 97% Owners' Choice. This large percentage of Ajax output is chosen by individual car owners to replace other tires that came on their cars.

Shoulders of Strength reinforce the tread. They distribute road wear evenly over the entire tread, thus preventing friction from centering and wearing quickly through to the carcass. Shoulders of Strength give Ajax tires more rubber where it should be. They put *more tread on the road*.

AJAX ROAD KING

Mark the massiveness of the Road King tread. See those triangle barbs. They give perfect traction on any road. The Road King is typical of Ajax better value.

Ajax Inner Tubes are marked by the same inbuilt quality that makes Ajax tires superior.



Your nearest Ajax Tire Supply Depot is headquarters for Ajax Tires, Ajax Tubes, and REAL service. Write for booklet—"Ajax Shoulders of Strength."

AJAX RUBBER COMPANY, Inc.
NEW YORK

Factories: Trenton, N. J.

Branches in Leading Cities

AJAX TIRES

Piave were balanced by counter-attacks near Chiesanova, where Italian units are said to have been driven back. The Italian attack to recapture positions lost on June 15 at Monte Solarondo is reported to have been repulsed in hand-to-hand fighting in which the Italians are said to have lost heavily.

July 6.—Paris reports that the continuous pounding by the Italians has cleared the western bank of the Piave of Austrians after five days of fighting. Vienna admits an Italian gain.

An official dispatch from Rome states that the Italian pressure continues firmly, reaching the right bank of the Piave from Grisolera to the mouth of the river. A violent counter-offensive was arrested after a lively struggle to the north of Chiesanova. Attacks on the Italian positions on Porta di Salton and Monte Cornone also fail.

Vienna reports that at the mouth of the Piave the Italians succeeded in pressing the Austrians back on their main body.

July 7.—A Rome dispatch announces that the Italians have occupied the right bank of the new Piave and are fortifying themselves on a vast tract of land recaptured. West of Göriz, French troops, cooperating with the Italians, seize the crest of Gjasperit and repulse counter-attacks.

The Austrian report states that as the delta of the Piave could not have been held without sacrifice the Austrian troops have been withdrawn to the dike positions on the eastern bank of the main branch.

July 8.—A Paris dispatch states that on July 6 the Italians, aided by French troops, started an offensive movement in Albania. So far more than 1,000 prisoners have been taken. The Austrian Government admits the withdrawal of troops on this Front.

A dispatch to *Matin* from Switzerland states that a new Austrian offensive on the Trentino front is in preparation.

The Italian official report states that ground was gained on Monte Grappa north of Massik, taking 51 prisoners; and the Italian occupation in the region of Col la Prible was extended.

The Austrian report states that the Italians attacked in Albania with their strong west wing and the Austrian advance posts were withdrawn to the main position in the valley.

AMERICA AT THE FRONT

July 2.—A dispatch from the Headquarters of the American Army in France states that following a heavy bombardment lasting all of July 1 American units in a night attack captured the village of Vaux close to Château Thierry, recovered much of the Paris highway, and entered the Bois de la Roche, capturing many machine guns and attaining all their objectives. The Germans in a sharp counter-attack gained nothing. One German regiment is believed to have been completely annihilated. The number of prisoners will probably reach 1,000. Air-fighting was reported to be active during the bombardment and the fighting.

July 3.—General Pershing reports to Washington, confirming the capture of Vaux and announcing that the American positions were advanced on a front of a mile and a half to a depth of 1,000 yards. The enemy's losses were heavy. In an early morning counter-attack the enemy was repulsed, leaving a total of 500 prisoners, including 6 officers.

July 5.—Dispatches from the Headquarters of the American Army in France state that great activity developed on the

Toul front, the American artillery sending over gas-shells while the Germans continued to bombard the front line and back areas. A skirmish on the Marne front developed the fact that a new German division is opposing the Americans in that sector.

Washington announces that the American casualty list corrected to date is as follows: Killed in action, 1,580; died of wounds, disease, accidents, and other causes, 2,358; wounded in action, 5,229; missing, including prisoners, 452.

THE WAR IN THE AIR

July 2.—An official dispatch from London states that British airmen on July 1 disposed of 42 German airplanes and three observation-balloons. Eight British machines are missing. Two large enemy machines landed behind the British lines, the occupants being taken prisoners. Twenty-two tons of bombs were dropped during the day and 13 tons at night. It is announced that during the night of July 1-2 the enemy's airdrome at Boulay, the Oppau works, soda factory, and railway line at Mannheim, and the railway works at Thionville were bombed with good effect.

A dispatch from the Headquarters of the American Army in France states that an air squadron of nine machines engaged a like number of enemy planes north of Château Thierry, three of the Germans being driven down. Two Americans did not return.

July 3.—A dispatch from the American Army Headquarters in France states that in the air fighting four more enemy planes were brought down. During July 2 and 3 seven enemy planes were brought down. Two American aviators were lost and one seriously injured.

Berlin reports that four planes were shot down from an American squadron of 9 units.

London reports that on July 2 thirteen German airplanes were destroyed and nine others driven down out of control. Four British machines are missing.

General Pershing, reporting on the American fighting on July 3, states that three American aviators did not return.

July 4.—London reports that on July 3 six German machines were destroyed and 4 driven down out of control. During the day and night 16 tons of bombs were dropped by British planes on the railway junctions at Lille and Courtrai. All the machines returned safely.

July 5.—A dispatch from the Headquarters of the American Army in France states that during combats in the air north-west of Château Thierry two enemy planes were shot down.

A London dispatch states that the British aerial forces, in cooperation with the land forces south of the Somme, destroyed 11 German airplanes and drove 10 down out of control. Four British machines are missing.

A dispatch from Italian Army Headquarters states that five American aviators attached to the Italian Army are decorated with the Italian War Cross by King Victor Emmanuel.

July 6.—The Italian official report states that two enemy airplanes were brought down on the lower Piave.

The British official report on aerial operations states that two German machines were destroyed on July 5 and one driven down out of control. One British machine is missing. Airplanes and balloons dropped 19 tons of bombs successfully during the day.

July 7.—The British communication dealing with aerial operations states that on

Brushed Teeth Are Not Clean

All Statements Approved by High Dental Authorities



Film Must Be Removed

Brushing teeth in old ways fails to save them, as millions of people know. Teeth still discolor, still decay. With most people, at some age, pyorrhea develops.

Despite the tooth brush, statistics show that tooth troubles constantly increase. And every modern dentist knows the reason is a slimy, clinging film.

That film is what discolors—not your teeth. It hardens into tartar. It holds food which ferments and forms acid. It holds the acid in contact with the teeth to cause decay.

Millions of germs breed in it. They,

with tartar, are the chief cause of pyorrhea. Thus nearly all tooth troubles are caused by that film.

The ordinary dentifrice is not sufficiently effective. So millions of people in brushing their teeth leave much of this tooth-destroyer. It clings and hardens, particularly in crevices, and resists the tooth brush. And nearly every tooth trouble is due to it.

After years of searching, science now has found a way to combat that film. Able authorities have proved it by many clinical tests. Today it is embodied in a dentifrice called Pepsodent. And to let you prove its effects—and quickly—we offer you a One-Week tube to try.

See the Difference

We urge you, for your teeth's sake, to try Pepsodent one week. Know what clean teeth really mean. See what film-removing does. Your dentist, if you ask him, will join in this request.

Pepsodent is based on pepsin, the digestant of albumin. The film is albuminous matter. The object of Pepsodent is to dissolve it, then to constantly prevent its accumulation.

A scientific discovery has made Pepsodent possible. The old forms would not do. Pepsin must be activated, and the usual method is an acid, harmful to the teeth.

Now a harmless activating method has been found. Five governments have al-

ready granted patents. This method is employed in Pepsodent. Four years of clinical tests have proved its efficiency. Now thousands of dentists, including many leading authorities, urge its use.

Send the coupon for a One-Week tube. Use it like any tooth paste and watch the results. Note how clean the teeth feel after using. Note the absence of the film. See how teeth whiten as the fixed film disappears. Let Pepsodent prove itself.

One week will convince you, we believe, that old methods of teeth cleaning should be abandoned. Film-removing is the vital matter. You will see for yourself that a new era has come, and will welcome it.

CUT OUT THE COUPON NOW

Pepsodent PAT. OFF. REG. U.S. <i>The New-Day Dentifrice</i> A Scientific Product—Sold by Druggists in Large Tubes (129)	One-Week Tube Free THE PEPSODENT CO., Dept. 137 1104 S. Wabash Ave. Chicago, Ill. Mail One-Week Tube of Pepsodent to Name..... Address.....
--	---



Serving the Nation

FLavo FLOUR mills (more than 1300 in number), throughout this country, are relieving the railroads of an unnecessary burden of no less than twenty-four trains of thirty-one cars each, daily, by the community milling of home-grown wheat. These mills eliminate needless shipping of wheat to far away mills and the return haulage of flour to the people who grew the grain.

Hundreds of other small local mills where FLavo FLOUR is not yet made, are performing a similar national service.

Serving the Community

You, too, can contribute to the war on waste, and at the same time, serve your local community. When you *do* use wheat products, use flour and feed made from wheat grown at home, milled at home and sold at home to home people.

Thus you will help reduce a traffic congestion that hinders the winning of the war. You will comply with the Food Administration's request that you buy home produced goods.

Serving Yourself

The needs of the war require that you use wheat substitutes wherever possible. But in using the necessary wheat flour, be sure you use FLavo FLOUR.

Made by a new process of milling, it retains the essential oils containing the rich, nut-like flavor of the wheat berry. "FLavo" is more nutritious than other flours. Used with substitutes, its flavor predominates and will please you.

If FLavo FLOUR cannot be obtained in your community, then ask for the *best* local brand.

"Help Win the War"

During the period of the War, we will not sell an American Midget Marvel Mill unless its purpose is to supply the local needs of a community, or our Government, with flour and feed.

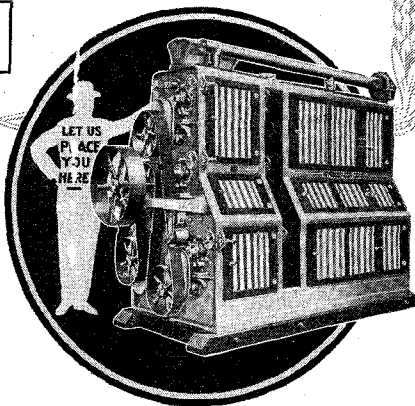
The New Milling Process

It is the wonderful American (Midget) Marvel, the self-contained single unit, roller flour mill that is bringing the milling industry back to the communities in which the wheat is grown. It requires no previous milling experience to successfully operate. It will produce more pure white, nutritious flour per bushel of clean wheat than any other process of milling. Guaranteed yield better than the Government's requirements, and sold on 30 days free trial.

The American (Midget) Marvel Mill requires one-half less power and labor than any other process producing its equivalent in flour and yield.

If FLavo FLOUR is not yet made in your community, it would be both patriotic and profitable for you to look into this opportunity. This splendid and dignified business, in many communities, awaits the right man. Write for full information.

The Anglo-American Mill Co., 175 Trust Bldg., Owensboro, Ky.



July 6 three German airplanes were destroyed and one driven down out of control. One British machine is missing.

July 8.—An official Italian report states that eight hostile machines were brought down during air-fighting.

The British official communication on aerial operations states that on July 7 seven enemy airplanes were destroyed and four were driven down out of control. Three British machines are missing. Sixteen tons of bombs were dropped on the Ostend docks and railways at Tournay and Courtrai.

NAVAL OPERATIONS

July 5.—Washington announces that the American transport *Covington*, formerly the *Cincinnati* of the Hamburg-American line, was torpedoed and sunk on the night of July 1. The officers and crew, with the exception of six who are missing, were taken to a French port. The transport *Henderson*, which had been on fire at sea, is reported to have made an American port safely.

July 6.—An Amsterdam dispatch states that in a violent engagement on July 2 Austrian torpedo-boats set on fire an Italian destroyer and severely damaged another. The Italians are said to have been forced to retire.

THE SITUATION IN RUSSIA

July 3.—A London dispatch states that the Czecho-Slovak rebellion is assuming vast dimensions, all anti-German factions rallying to it. The line of the Siberian railroad is held for a considerable distance, thus preventing Germany from getting supplies from Siberia or China.

July 4.—A Stockholm dispatch states that a German army of 50,000 is marching to seize the base of the Murman Railway and operate against Kola, thus dominating Archangel. British subjects are leaving Finland.

Diplomatic advices received in Washington state that Vladivostok is quiet, with Czecho-Slovak troops in complete control. American, British, and Japanese naval forces are in the harbor. Four Russian destroyers, controlled by the Bolshevik Government, have been prevented from leaving the harbor by Allied naval commanders.

July 5.—Information received in London states that Czecho-Slovaks were victorious in a great battle with the Bolsheviks 250 miles west of Irkutsk. The Czecho-Slovaks are now said to be in control of 3,000 miles of Siberia.

July 6.—A delayed dispatch from Moscow states that travelers confirm the report that a revolution has started in the Ukraine, and that 75,000 well-armed troops are marching on Kiev.

A Paris dispatch states that General Count von Mirbach, German Ambassador to Russia, has been assassinated at Moscow by two unidentified men.

Dispatches received in London from Petrograd and Copenhagen state that the uprising against the Germans in the Ukraine is spreading and gaining strength. The German troops are said to be retreating before 75,000 armed peasants reinforced by the second Polish Corps, which has crossed the Dnieper and joined the Czecho-Slovaks marching on Kiev.

A Copenhagen dispatch states that the entire population of the Murman coast on the Kola Peninsula, bordering the White Sea and the Arctic, has broken with Russia and joined the Entente. At Vladivostok English and

Japanese landing parties are patrolling the streets.

July 8.—London states that there is every indication that the assassination of Ambassador von Mirbach was accompanied by a violent uprising in Moscow against the Bolsheviki which, it is asserted, has been suppressed.

An Amsterdam dispatch states that the Ukrainian Government has resigned and Mr. Markievitch, a Socialist Federalist, has been charged with the formation of a new Cabinet.

THE CENTRAL POWERS

July 2.—A Copenhagen dispatch states that the mysterious Spanish malady has afflicted the whole of Germany, several thousand fresh cases being reported within a few days, while thousands of cases have developed in Berlin in a single day.

July 6.—A Copenhagen dispatch states that three more German airmen deserters have landed in a giant seaplane on the island of Masnedo, off the south coast of Zealand, Denmark.

Dispatches from Switzerland to London state that the removal of Austrian Generals and their replacement by Germans has greatly increased the demoralization in the Austrian Army.

A dispatch from the British Army in France states that an order of the Commander of the German Third Division that fell into the hands of the British states that German supply-trains have been attacked and pillaged by German soldiers, and ordering that if necessary the trains be supplied with light machine guns for protection.

OPERATIONS IN AMERICA

July 2.—Washington states that the production of ships in the United States during June broke all records, steel and wooden ships delivered to the Shipping Board totaling 280,140 dead-weight tons. The steel ships totaled 262,900 tons. This is within 15,000 tons of the world's record for monthly production made by the British yards in May, except that the British figures include all ships while the American include only oceangoing vessels built for the Shipping Board.

In a letter made public by the President Secretary Baker states that up to and including June 30, 1,019,115 American troops have left for France. This represents roughly thirty divisions, and about 70 per cent. are combat troops. During the month of June an average of 9,212 American soldiers left for France every day. It is estimated that the United States will have 4,000,000 men under arms by the end of the year, 2,500,000 being now in uniform.

July 4.—As a fitting celebration of Independence day 54 steel and 41 wooden vessels are launched in the shipyards of the United States from Portland, Me., to Portland, Ore. The more notable launchings, which totaled nearly 500,000 tons, a figure which exceeds the tonnage lost by American shipping since the war began by 150,000 tons, were held at San Francisco, Oakland, Cal.; Seattle, Wash.; Newark Bay; Aberdeen, Wash.; Tacoma, Wash., and Portland, Ore.

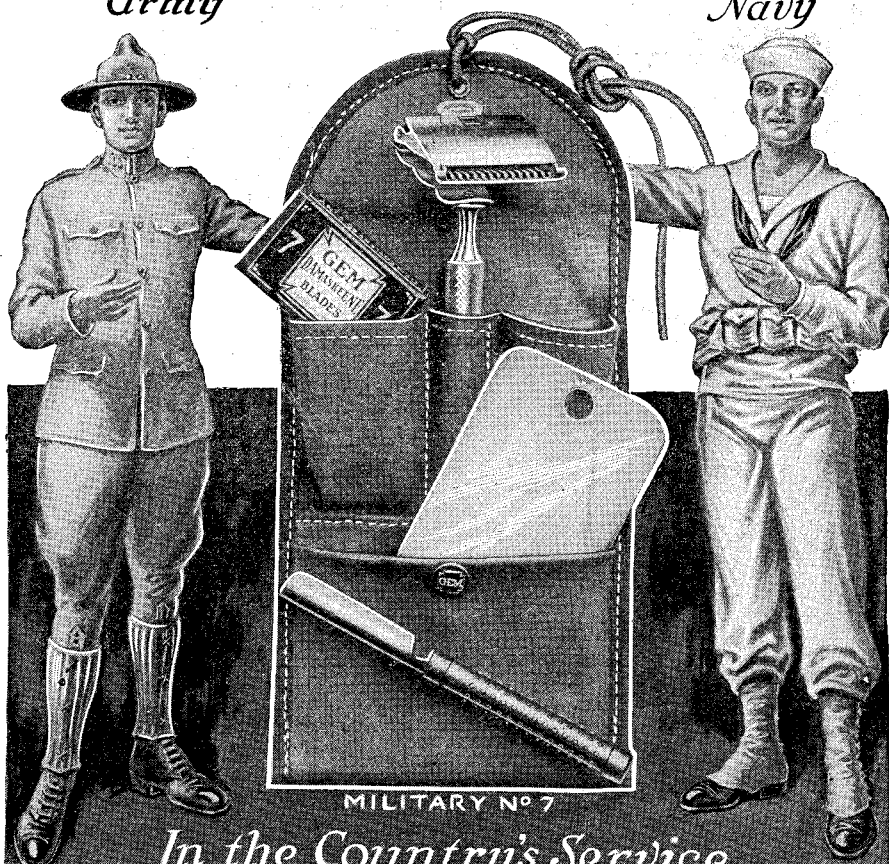
Before a gathering of diplomats and the representatives of foreign nations at the tomb of Washington at Mount Vernon, President Wilson in a public address declares that there can be but one issue to the war—a final settlement, no half-way decision being conceivable.

July 6.—The great American bombing airplane Langley is officially tested at

Supplied by U.S. Gov't to

Army

Navy



In the Country's Service

GEM DAMASKEENE RAZOR

Khaki
Service Outfit

Blades included in outfit are in dust and rust proof, wax paper wrapped package, sealed

Separate set
Gem Blades
7 for 50c

More than twenty-five years old—
Millions of Gems in use today

\$1⁰⁰

without
Trench
Mirror

Gem Military
Outfit includes
razor complete
with seven Gem
Damaskeene Blades
and Strapping
Handle.

(Add 50c for Canada)

\$1³⁵

with
Trench
Mirror

Complete
Compact

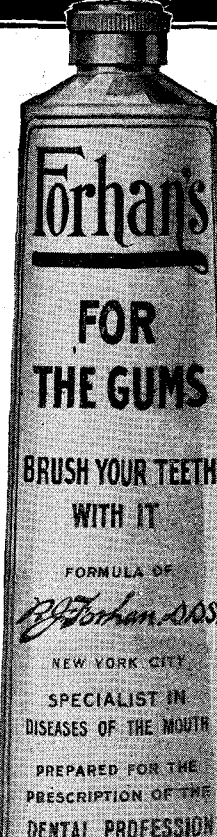
Ask for the GEM at your
dealer, or the Post Exchange,
Camp Canteens, or Quartermaster's Depot.

Gem Cutlery Company, Inc., New York

Canadian Branch, 591 St. Catharine St., W., Montreal



There is danger in
tender gums



Forhan's
FOR THE GUMS
BRUSH YOUR TEETH WITH IT
FORMULA OF
Dr. Forhan D.D.S.
NEW YORK CITY
SPECIALIST IN
DISEASES OF THE MOUTH
PREPARED FOR THE
PRESCRIPTION OF THE
DENTAL PROFESSION

Forhan's
FOR THE GUMS

FOR MEN WHO THINK AND ACT
"The Affirmative Intellect," by Chas. Ferguson.
Funk & Wagnalls Company, Publishers, New York.

TO preserve healthy teeth the ordinary tooth-paste is futile. You must first care for the gums, on which tooth health depends.

How many people think of this? Yet four out of five people over forty suffer from gum-decay, or Pyorrhea (Riggs' Disease).

At first the gums become tender, though actual gum-shrinkage is imperceptible. But in time receding gums will surely loosen your teeth, and then only a dentist can save them. The tender, bleeding gums of Pyorrhea also act as so many doorways for disease germs to enter the system—infected joints or tonsils—or causing other ailments.

Forhan's (For the Gums) prevents Pyorrhea, if used in time and used consistently. This means that it prevents gum-shrinkage, gum-tenderness, gum-bleeding. So, automatically, Forhan's prevents tooth loosening.

Brush your teeth with it. It scientifically cleans the teeth—keeps them white and free from tartar.

If gum-shrinkage has already set in, start using Forhan's and consult a dentist immediately for treatment.

30c and 60c tubes
All Druggists
FORHAN CO.
196 6th Ave., N.Y.
Send for Trial Tube Free



FEET HURT YOU?

Dr. Scholl's Foot Eazer will relieve your tired, aching feet and support your weak or fallen arches. Removes pressure on callouses and tender bunion joints. Worn in any shoe with perfect comfort. Price \$3.00 per pair.

Whether you have fallen arches, flat foot, painful corns, bunions or callouses, aching joints or pains in heels,

Dr. Scholl's
Foot Comfort Appliances

are designed to correct the cause and give instant relief.

Sold everywhere by leading shoe dealers, who have been trained in Practipedics, the science of giving foot comfort.

Send for Free Booklet
"The Feet and Their Care," by Dr. Wm. M. Scholl, recognized foot authority, sent on request.

THE SCHOLL MFG. CO.
219P Schiller St. Chicago, Ill.

WATCH YOUR FEET

the field of the Standard Aircraft Corporation, near Elizabeth, N. J., attaining an altitude of 3,100 feet and a speed of 90 miles.

July 8.—Dr. Edward A. Rumely, publisher of *The Evening Mail*, of New York, is arrested, charged with perjury in statements regarding the ownership of his newspaper made to Alien Property Custodian Palmer. According to the Government charges Rumely bought his interest in the newspaper with funds supplied by Germany and amounting to \$1,361,000.

Official correspondence, made public at Washington, discloses the fact that Cleveland Abbe, Jr., editor of *The Monthly Weather Review*, was removed from the government service because of his German sympathies.

FOREIGN

July 2.—A London dispatch states that an explosion in the National Shell-filling factory in the Midlands on July 1 killed between 60 and 70 persons.

July 3.—A London dispatch states that Viscount Rhondra, British Food Controller, dies at his home in Llanwrn Park, Wales, at the age of sixty-two. His health was undermined by the exposure suffered when the *Lusitania* was sunk, aggravated by self-imposed rationing.

July 5.—A Dublin dispatch to London states that the police of Ballinasloe, County Galway, Ireland, have raided farmhouses within a radius of fifty miles and seized hundreds of guns and arms of various kinds.

Reports reaching London from Dutch sources state that the death of the Sultan of Turkey, which occurred on the night of July 3, was not due to natural causes and was probably part of a revolutionary movement.

A London dispatch states that the epidemic of influenza in the city is rapidly spreading. The Princess Patricia and the Archbishop of Canterbury are reported sufferers.

DOMESTIC

July 2.—Sixteen persons are killed and 200 injured when the Semet-Solvay Company's plant at Syracuse, N. Y., is destroyed by two explosions caused by a fire that spread to the T.N.T. vats. The origin of the fire is unknown.

The Rev. Dr. Washington Gladden, Congregationalist minister and author and originator of the famous phrase "tainted money," dies in Columbus, Ohio, in his eighty-third year from a stroke of paralysis.

July 3.—The will of James Gordon Bennett, which is offered for probate, leaves the bulk of his property, including the New York *Herald* and *Telegram* and the Paris *Herald*, to a home for Manhattan journalists, and provides for annuities totaling \$153,000, of which \$50,000 a year goes to Mrs. Bennett.

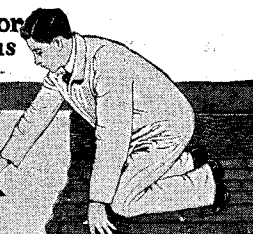
Benjamin R. Tillman, United States Senator from South Carolina, dies at his home in Washington from the effect of a paralytic stroke. He was born in South Carolina in 1847, and had been twenty-four years in Congress.

July 5.—A dispatch from St. Thomas states that the Virgin Islands, America's new possessions in the West Indies, have gone "dry," the prohibition to take effect on July 1 and to be revised after the war.

Rear-Admiral Aaron Ward, U. S. N., retired, dies of heart-disease at his home at Roslyn, L. I. He was born in 1851.

A Washington dispatch states that the

Base and Floor
one continuous
piece.



Imperial Sanitary Floor

Put On Like Plaster—Wears Like Iron

It is a composition material, easily applied in plastic form over old or new wood, iron, concrete or other solid foundation—Laid 3-8 to 1-2 in. thick—Does not crack, peel or come loose from foundation.

It presents a continuous fine grained, smooth, non-slippery surface, practically a seamless tile—No crack, crevice or joint for the accumulation of grease, dirt or moisture—Is noiseless and does not fatigue.

The Best Floor

for Kitchen, Pantry, Bath Room, Laundry, Porch, Garage, Restaurant, Theater, Hotel, Factory, Office Building, Railroad Station, Hospital—all places where a beautiful, substantial and foot-easy floor is desired.

Your choice of several practical colors. Full information and sample FREE on request.

IMPERIAL FLOOR COMPANY
974 Cutler Building, Rochester, New York
On the Market 10 years

CASH FOR OLD GOLD

Silver, Platinum, Dental Gold, and Old Gold Jewelry. We pay up to \$20 per set for old false teeth. Don't matter if broken. Will send cash by return mail and will hold goods 10 days for sender's approval of our price. Mail to: Mazer's Tooth Specialty, 2007 S. 5th St., Phila., Pa.



Put this Grammar on Your Desk,

Mr. Business Man, and you'll never again be "stuck" by those aggravating puzzles of "shall and will," infinitives, unusual word uses, etc., etc. Make a half-minute reference to *English Grammar Simplified*, by James C. Fernald, L.H.D., for the instantly accessible answer to every question of grammar you can meet. You'll get a simple, direct, unclouded explanation. Handy volume, cloth bound, 85 cents; by mail, 95 cents.

FUNK & WAGNALLS COMPANY, New York



Why Not Talk To Your French Comrades IN FRENCH?

If you are now in the war-service or if there is any possibility of your entering it, one of your most important preparations for active service is the learning of conversational French. The American army is to be brigaded with the French and will fight side by side with them. The American navy will be in close cooperation with the French navy. Soldiers and sailors on leave will spend much of their time in Paris and other French cities. To perform your duties efficiently, to win promotion, by quickly becoming adapted to your position, to get the most pleasure and profit from your visit abroad, to insure your personal convenience and comfort in a foreign country, you MUST have a speaking knowledge of French.

Spend 10 Minutes Three Times a Day

with the **Rosenthal Common-Sense Method of Practical Linguistics**, and you can acquire the ability to speak, read and write French easily and accurately. This method teaches you just the kind of language you need—the kind that will enable you to converse on all subjects of the war and every-day life. You learn to talk as soon as you start to study, for the language is taught you in phrases and sentences that you need in every-day speech.

French War Terms

A special glossary of French war terms has been prepared and added to this course, making it completely up-to-the-minute and of great, timely value in connection with the war. This feature is of especial help to men and women interested in the Army, Navy, and Red Cross.

Let us send you, absolutely free, the booklet, "Revelation in the Study and Teaching of Foreign Languages," which describes this course fully. Send for the booklet now—you will be obligated in no way whatever.

FUNK & WAGNALLS COMPANY Dept. 203 NEW YORK CITY

House rushes through the resolution to grant the President power to take over the telegraph and telephone systems during the war.

July 6.—Maj. John Purroy Mitchel, formerly Mayor of New York, is killed on the Gerstner flying-field, near Lake Charles, La., by a fall from a single-seat scout airplane at a height of about 500 feet.

A dispatch from Peoria, Ill., states that the excursion steamer *Columbia* on a return trip from Pekin to Peoria is driven against a bank and wrecked. The number of dead, it is estimated, will reach 200.

July 7.—Sergeant Ginatello Gino, an Italian aviation instructor at the Mineola (L. I.) flying-field, is killed by a fall while attempting the nose-dive in the presence of many distinguished visitors.

A Washington dispatch states that a coal-ration for household consumption has been decreed by Fuel Administrator Garfield and will be put into effect as soon as possible.

FUEL PROBLEMS IN WAR-TIME

THE HOUSEHOLDER'S WAR-DUTY IN SAVING COAL

(Continued from page 31)

furnace, and should be of sufficient diameter. They should also be wrapt with sheet asbestos. A separate pipe for each room with cross-damper near the furnace is a good rule. Each pipe should be labeled so that certain rooms can be shut off at the furnace when desired.

6. Be sure the fire-box is gas-tight. All cracks must be thoroughly cemented or a new section put in before winter sets in. Otherwise coal-gas will escape into the air-jacket and be carried up directly to the rooms.

7. Study carefully the General Rules pertaining to other types of heating-plants as well as your own. Notice the "clean-out" door and remember why it is there.

HOT-WATER PLANTS—SPECIFIC RULES—1. All the water should be emptied from the plant and clean water put in at least as often as every spring and every autumn.

2. When the first fire of the season is built, as the water is being heated, use the radiator key to open the air-valve of each radiator in turn until all the air remaining in each radiator is allowed to escape and water starts to come. Radiators filled with air will not heat. Repeat this operation frequently.

3. Always be sure that water shows in the glass gage of the expansion tank which is usually located in the top story of the house above the level of all radiators.

4. Be sure the boiler and cellar pipes are covered with asbestos.

5. Keep heating surfaces of the boiler well cleaned.

Proper Preparedness.—President John Grier Hibben, of Princeton, said the other day:

"It costs \$10,000 to make an airman, and no airman should be foolishly reckless, for his country can't afford to lose him.

"I like to think of the Princeton boy who was asked, when he went from his training-camp to the Front:

"Well, are you prepared to die for your country?"

"Not a bit of it," said the young airman. "I'm prepared—and well prepared—to make about six Huns daily die for theirs!"

—Washington Star.

A The B + B wax which softens the Corn.
B Soft felt to protect the Corn and keep the wax from spreading.
C Rubber adhesive which fastens the plaster on.

The Scientific Way to End Corns

THE Blue-jay plaster is a scientist's invention. It is made by the makers of B&B surgical dressings, used by physicians and hospitals everywhere.

So you may be sure that this is the right way to treat a corn.

The corn is ended by a bit of wax, which is centered on the corn. It cannot spread.

While the wax is acting, a pad protects the corn. So all pain ceases when the plaster is applied.

A band wraps the toe snugly and fastens itself. With this comfortable dressing one forgets the corn, and the plaster can't become displaced.

The pain stops instantly. Then the bit of wax gently undermines the corn. In two days it lifts out. Only rare corns need a second application.

Let Blue-jay prove itself to-night. You will never again merely pare a corn, or treat it in the old, crude ways.

B&B Blue-jay For Corns

Stops Pain Instantly—Ends Corns Completely

Large Package 25c at Druggists—Small Package Discontinued

BAUER & BLACK Makers of Surgical Dressings, etc. Chicago, New York, Toronto

(918)

STANDARD DICTIONARY superiority quickly becomes plain to the man or woman who investigates.

BECOME AN EXPERT ACCOUNTANT

Executive Accountants command big salaries. Thousands of firms need them. Only 2,000 Certified Public Accountants in U. S. Many are earning \$5,000 to \$10,000 a year. We train you thoroughly by mail in spare time for C. P. A. Examinations or executive accounting positions. Knowledge of Bookkeeping unnecessary to begin—we prepare you from the ground up. Our course and the service are under the supervision of a large staff of C. P. A.'s, including William E. Castenholz, A. M., C. P. A., Former Comptroller and Instructor, University of Illinois; Wm. Arthur Chase, LL. M., C. P. A., Ex-Secretary Illinois State Board of Accountancy; and other members of American Institute of Accountants. Low tuition fee—easy terms. Write now for free book of Accountancy facts.

La Salle Extension University, Dept. 752-HB, Chicago
The World's Greatest Extension University

LEPAGE'S GLUE

HANDY TUBES
A HOUSEHOLD NECESSITY

is made by the
RUSSIA CEMENT CO. GLOUCESTER, MASS.
who also make and guarantee

SIGNET INK

THE PERMANENT

WOMAN: MARRIAGE AND MOTHERHOOD

A big new book by Elizabeth Sloan Chesser, M.B. With an introduction by Mrs. Frederic Schöff, President of National Congress of Mothers and Parent-Teachers Associations, U. S. A. Every thinking woman and every man of public spirit should read and heed this most comprehensive volume. It deals with the woman's sphere—the evolution of motherhood—marriage and customs—the legal position of the wife and mother—the unmarried mother—woman and divorce—health and maternity—the sweated mother in the home—the factory mother—the world's crop of human babies—the waste of mother energy—the world's work for mother protection—women prisoners—motherhood and eugenics—motherhood and the social evil—training for motherhood—motherhood and the woman movement—the mothers of the future. "A sane, practical and scientific presentation of the woman movement," says the *SURVEY*, N. Y. Large 12mo. cloth, 287 pp., \$1.50 net. By mail, \$1.62. Funk & Wagnalls Company, 354-60 Fourth Ave., N. Y. City.

THE FACTORS THAT MAKE A MAN

See article on Religion and Biology in *THE HOMILETIC REVIEW* for July.

30 cents per copy—\$3.00 per year
FUNK & WAGNALLS COMPANY, NEW YORK

IOWA
Securities for Safety
Iowa First Farm Mortgage
and
Tax Free Municipal Bonds

are unaffected by changing conditions. Farms and cities of the premier agricultural state of the Union are the basis of security. For the investment of surplus funds or savings these bonds combine absolute safety of principal, dependable income and ready marketability.

Denominations
\$50—\$100—\$500—\$1000
Partial Payments if Desired
WRITE FOR FREE BOOK
Iowa Investments No. 150B
Bankers Mortgage Company
Capital \$2,000,000
Des Moines Iowa

For Small Sums

The investor who wishes to employ a little money will find a wide choice among \$100 Bonds.

Send for list of \$100 Bond offerings.

John Muir & Co.
SPECIALISTS IN
Odd Lots
Main Office, 61 Broadway, N. Y.
Members New York Stock Exchange

CONVERSATION

What To Say and How To Say It

A NEW BOOK
By **MARY GREER CONKLIN**
"Not only points out conversational pitfalls, and breaches of propriety, but suggests pleasant and profitable paths to be followed."—*Philadelphia Telegraph*.
12mo, cloth, 75c net; average carriage charges 8c
FUNK & WAGNALLS COMPANY New York

600 Shaves From One Blade

Yes, and more. That's the record of many men who shave themselves. Old blades made sharp—then new—in 10 seconds. For all Safety Razors. Quick, velvety shaves for life with wonderful new

Rotastrop

Just drop blade in, turn handle. Nothing to get out of order. Machine gives "heel and toe action," just like a barber strops a razor.

10 Days Free Trial—write for booklet. State make of razor.
Burke Mfg. Co., Dept. 254, Dayton, O.

"There's something about it you'll like"

On Sale Everywhere

Herbert Tareyton
London
Smoking Mixture

Sample upon request
Falk Tobacco Co. 1790 Broadway, New York

INVESTMENTS - AND - FINANCE

HOW THE BIG REVENUE TAXES WERE DISTRIBUTED

IN the collection by the Internal Revenue Bureau, on June 15, of income, excess-profits, and miscellaneous taxes, making a total of \$3,671,918,236.91, the second district of New York (or the Wall Street district) led all others as to the amount paid. Pittsburg followed, with Chicago, Boston, Philadelphia, and Cleveland ahead of "up-town New York," or the third New York district. The total for New York's second district was \$457,058,250, of which \$414,608,907 was in income and excess-profits taxes and \$42,449,342 in miscellaneous taxes. The district producing the second largest amount of taxes was the twenty-third Pennsylvania, in which is located Pittsburg. There the total was \$332,159,701, of which \$292,576,362 was in income and excess-profits taxes and \$39,583,339 in miscellaneous taxes.

Against the year's total of \$3,671,918,236 collections it was interesting to set the total for the fiscal year 1917, when they were only \$809,393,640. Curious also is the fact that in ten districts the miscellaneous taxes, in which is included the revenue from distilled spirits and tobacco, exceeded the income and excess-profits taxes. These districts were: Fifth Illinois, second Kentucky, fifth Kentucky, sixth Kentucky, seventh Kentucky, eighth Kentucky, seventh Indiana, fourth North Carolina, fifth North Carolina, and second Virginia. The success attained in collecting in one year more than three and a half billion dollars was attributed by Commissioner Daniel C. Roper to "the patriotism and cooperation of the American people in promptly and cheerfully meeting the war-burdens imposed by Congress." "The way in which taxpayers generally had assisted and co-operated," he declared, "was an incentive and inspiration to every official and employee of the bureau." Commissioner Roper added that "in the campaign to round up delinquents, as well as those who intentionally filed defective returns, the further assistance of all honest taxpayers is requested." In the estimate of collections made to Congress a year before by J. S. McCoy, Actuary of the Treasury, which was verified by the returns, he found evidence that Mr. McCoy was "one of the greatest fiscal statisticians in the country." His estimate was that the yield would be \$3,400,000,000 or within \$271,000,000 of the final total. Figures for districts show in interesting manner how the wealth of the country is distributed, as follows:

Dist.	Income and Excess-Profits Tax	Miscellaneous Taxes	Aggregate Collections
Ala.	\$23,174,956	\$1,294,096	\$24,469,053
Ark.	5,731,398	581,212	6,312,611
1 Cal.	59,482,172	26,670,847	86,153,019
6 Cal.	17,798,130	6,890,500	24,688,630
Colo.	25,375,792	2,819,330	28,695,122
Conn.	78,709,097	16,261,084	94,970,181
Fla.	4,639,717	3,225,822	7,865,539
Ga.	16,230,449	2,785,250	19,015,700
Hawaii	8,961,868	724,972	9,686,840
1 Ill.	251,576,061	52,798,869	304,374,930
5 Ill.	5,734,263	23,179,720	28,913,983
8 Ill.	10,097,658	8,596,960	18,694,619
13 Ill.	8,760,609	2,172,315	10,932,925
6 Ind.	21,576,842	14,418,379	35,995,221
7 Ind.	7,448,767	14,136,386	21,585,154
3 Iowa	14,634,525	2,488,652	17,123,177
Kansas	26,125,166	3,163,671	29,288,837
2 Ky.	1,981,606	9,725,991	11,707,598
5 Ky.	10,488,025	42,705,929	53,193,954
6 Ky.	3,340,394	8,123,056	11,463,451
7 Ky.	2,811,429	11,554,772	14,366,202
8 Ky.	2,250,482	5,713,968	7,964,450
La.	21,807,341	13,359,076	35,166,417
Md.	75,456,805	30,911,284	106,368,089
3 Mass.	166,598,752	25,215,545	191,814,297

Dist.	Income and Excess-Profits Tax	Miscellaneous Taxes	Aggregate Collections
1 Mich.	\$58,610,263	\$26,691,252	\$85,301,516
4 Mich.	12,451,044	2,926,207	15,377,251
3 Minn.	58,218,134	12,487,960	70,706,095
1 Mo.	43,956,247	22,396,495	66,351,743
6 Mo.	16,056,705	6,151,507	22,208,213
Mont.	7,285,249	4,982,602	12,267,851
Neb.	11,335,081	2,540,733	13,875,814
N. H.	21,924,598	3,023,909	24,948,507
1 N. J.	17,575,883	6,305,685	23,881,568
5 N. J.	54,236,554	25,159,364	79,395,919
N. M.	1,982,321	1,269,081	3,251,403
1 N. Y.	36,188,212	26,838,695	63,026,908
2 N. Y.	414,608,907	42,449,342	457,058,250
3 N. Y.	123,756,443	46,380,847	170,137,290
14 N. Y.	34,698,997	10,567,456	45,266,454
21 N. Y.	24,304,710	7,609,034	31,913,744
23 N. Y.	56,359,762	14,654,371	71,014,133
4 N. C.	6,882,041	12,895,622	19,777,663
5 N. C.	13,369,662	36,529,177	49,898,840
N. & S. D.	4,307,828	609,221	4,917,049
1 Ohio	40,994,666	28,627,978	69,622,644
10 Ohio	112,344,727	7,744,867	120,089,595
11 Ohio	17,355,970	4,922,430	22,278,400
18 Ohio	160,342,084	18,744,136	179,086,220
Okl.	18,263,347	1,271,673	19,535,021
Oregon	10,070,079	1,403,012	11,473,091
1 Pa.	162,897,782	37,611,888	200,509,671
9 Pa.	14,691,012	6,193,825	20,884,837
12 Pa.	25,922,105	9,597,306	35,519,412
23 Pa.	292,576,362	39,583,339	332,159,701
S. C.	7,884,740	567,045	8,451,785
Tenn.	14,167,978	3,825,718	17,993,697
3 Tex.	24,415,964	10,194,086	34,610,050
2 Va.	10,195,698	13,061,238	23,256,937
6 Va.	11,205,516	1,429,391	12,635,207
Wash.	17,701,482	1,725,564	19,427,046
W. Va.	45,717,645	2,463,534	48,181,179
1 Wis.	31,434,390	16,105,775	47,540,166
2 Wis.	7,758,180	3,519,355	11,277,536
P. I., 10 mos.	Not taxed	616,778	
Totals	\$2,821,340,801	\$850,577,435	\$3,671,918,236

FOUR PER CENT. BONDS NOW CONVERTIBLE INTO FOUR AND ONE QUARTER

Since July 1 it has been in order for holders of the 4 per cent. Liberty Loan bonds, in case they so desire, to turn them in for conversion into 4¼ per cent. bonds. Under the law the privilege of conversion first arose on May 9, but the Secretary of the Treasury requested that they should not be presented for conversion until after July 1, because, owing to the closing up of the Third Liberty Loan subscriptions and the work attached thereto, it was not practicable to make earlier deliveries of converted bonds. Moreover, as explained in *The Wall Street Journal*, it was more advantageous for holders of the 4s to refrain from exercising the privilege until after July 1. Four per cent. bonds of the Second Liberty Loan, deposited for conversion after July 1, but not later than November 9, 1918 (when the six months' period of conversion under the law expires), are convertible as of May 15, without adjustment of interest; that is, the 4¼ per cent. converted bonds delivered carry full interest at the rate of 4¼ per cent. from May 15. Four per cent. bonds of the First Liberty Loan converted, the so-called First 4s, deposited for conversion after July 1, are convertible, however, as of June 15, without adjustment of interest and carry the higher interest-rate from that date. The writer explains further:

"Holders of the 4s who insisted upon conversion before July 1 had to make an adjustment of interest back to the respective coupon dates next preceding, unless the bonds were handed in for conversion prior to those coupon dates. That is to say, if the First 4s were presented for conversion after June 15 and before July 1, adjustment of interest required payment to the Treasury, but if presented before June 15 payment was made to the bondholder. In the case of the Second Liberty 4s, if bonds were presented after May 15 and before July 1, adjustment of interest required payment to the Treasury; but if presented before May 15, adjustment meant payment to the bondholder.



Reflecting the Ideal Behind Harrison Radiators

THE new Harrison plant is now at your service—buildings and machinery complete, down to the very last bolt.

In describing this new plant of ours to you, we might dwell on the two hundred thousand feet of floor space. We might elaborate on the machinery, much of it original with ourselves, all the most modern. We might explain the increased capacity of two thousand radiators a day. All this however would tell only the lesser part of the Harrison story.

To understand the *real spirit* that built the new Harrison plant you must understand *the Harrison idea of co-operation*. This includes quality and deliveries, of course; but also, and equally as important, it includes the human element—the desire and ability to work side by side with you in studying your individual radiator problems and helping you to solve them.

Incidentally, it is no small satisfaction to us that although this new plant was planned long before war even threatened, its realization comes when these improved facilities can play their part in helping America emerge victorious from the perils that threaten her freedom and institutions.

RADIATORS
FOR
AIRPLANES
AUTOMOBILES
TRUCKS AND
TRACTORS

HARRISON
RADIATOR
CORPORATION
LOCKPORT,
N.Y., U.S.A.

HARRISON

RADIATORS FOR
AIRPLANES, AUTOMOBILES, TRUCKS AND TRACTORS

A pencil that makes work a pleasure

Isn't it a satisfaction to get a pencil that really suits you—a pencil of just the right softness or hardness—of just the right tone?

DIXON'S ELDORADO

gives you that satisfaction every time. Made in 17 degrees graded to the world's standard—every one uniform and true to grade.

The Eldorado leads are smooth and easy-flowing. They are firm, and strong and do not readily break or quickly wear away.

Send 16 cents in stamps for full-length samples worth double the money.

JOSEPH DIXON CRUCIBLE CO.
Dept. 41-J, Jersey City, N. J.

Canadian Distributors:
A. R. MacDOUGALL & CO., Ltd.
468 King St. West, Toronto, Ont., Can.



Don't Breathe Dust

Tiny Nasal Filter aids breathing. Useful for HAY FEVER, Catarrh and Asthma.
50c postpaid.

NASAL FILTER CO., St. Paul, Minn.

ECONOMY
renewable FUSES

Cut Annual Fuse Maintenance Costs 80%
because an inexpensive little "Drop Out" Renewal Link restores a blown Economy Fuse to its original efficiency. Economy Fuses protect millions of electrical circuits for thousands of users, including the U. S. Navy, leading powder and munitions plants.

Order from your electrical supply dealer
ECONOMY FUSE & MFG. CO.
Kinzie and Orleans Streets, CHICAGO, U. S. A.
Sole manufacturers of "ARKLESS"—the Non-Renewable Fuse with the "100% Guaranteed Indicator."
Economy Fuses are also made in Canada at Montreal

"No deliveries of the 4¼ per cent. converted bonds have in any case been made up to the present. In respect of any bonds surrendered for conversion heretofore, the Federal Reserve Bank issued non-negotiable certificates as receipts, inscribed with the name of the bondholder. These certificates may now be surrendered and the proper 4¼ per cent. bonds obtained therefor.

The 3½ per cent. First Liberty Loan bonds received for conversion on or before June 15 were converted as of that date without an adjustment of interest, unless an exact adjustment was particularly requested. Since June 15, and until November 9, when the privilege expires, these bonds are convertible as of the date received by the Federal Reserve Bank. Persons presenting such bonds for conversion after June 15 must pay the accrued interest at the rate of ¾ of 1 per cent. per annum from June 15 to the date the bonds are presented."

HOW STOCKS HAVE RISEN IN SIX MONTHS

During the half-year which ended on July 1 stock quotations in the New York market showed what *Bradstreet's* calls "a substantial but irregular advance." Taking some fifty active stocks as criteria, the average rise between January 1 and the close of business on Saturday, June 29, "was about 8 points." The movement, to a considerable extent, "represented a recovery from the semipanic conditions into which the securities market fell during the latter months of 1917." The declines had been carried to undue lengths, intrinsic values of many issues being greater than the figures at which they were quoted on the Stock Exchange. *Bradstreet's* believed that "the better feeling about the railroad situation, created by the Government taking over physical control of those properties, was an element in the reassertion of confidence, while a still greater effect was produced by the maintenance or even increase of dividends by various industrial organizations, showing, as such incidents did, that war-conditions had not been positively detrimental to organizations of that character." Nor was the fact to be neglected that there had been "a gradual but, on the whole, steady absorption of stocks by the investing public during the period of extremely low prices, thus reducing what is termed the floating supply of such securities."

Activity, however, was by no means great. In the six months' period, transactions in stocks at the New York Stock Exchange aggregated only 73,168,351 shares, compared with 101,275,250 in the corresponding period of 1916, and yet the last-mentioned figures were below the total transactions in the first half of recent preceding years. A striking feature of the market was the comparatively small extent to which railroad securities participated in the improvement. In the case of twenty standard rails the average advance during the six months' period was only about 5¼ points, while the same number of industrial issues showed an average appreciation of a little under 10 points. One single prominent railroad stock—Reading—however, made a really considerable advance, its rise from January to the end of June having amounted to 20½ points. Canadian Pacific with an 8-point rise had the next largest advance, while Union Pacific with a 7-point improvement was somewhat above the average in that respect. On the other hand, some of the prominent issues of this class, St. Paul, for example, were actually lower at the end of the half-year than at its beginning. Activity in dealings with

Is Your Tire Pump Complete

Price in U. S. 35c

With a **SCHRADER UNIVERSAL PUMP CONNECTION** attached to your tire pump you are saved the labor of pumping your tires up beyond the required pressure. It permits the measuring of the inflation without disconnecting the pump and the tire.

A. SCHRADER'S SON, Inc.
781-791 Atlantic Ave.
Brooklyn

SEXOLOGY

by William H. Walling, A. M., M. D.
imparts in a clear wholesome way, in one volume:

- Knowledge a Young Man Should Have.
- Knowledge a Young Husband Should Have.
- Knowledge a Father Should Have.
- Knowledge a Father Should Impart to His Son.
- Medical Knowledge a Husband Should Have.
- Knowledge a Young Woman Should Have.
- Knowledge a Young Wife Should Have.
- All in one volume Knowledge a Mother Should Have.
- Illustrated Knowledge a Mother Should Impart to Her Daughter.
- \$2.00 postpaid Medical Knowledge a Wife Should Have.

Write for "Other People's Opinions" and Table of Contents.
PURITAN PUB. CO., 783 PERRY BUILDING, PHILA., PA.

PRACTICAL ONE-YEAR COURSES

ELECTRICAL & MECHANICAL ENGINEERING

Intensive training. New laboratories and shops. Complete equipment. Experienced instructors. 28th year. Diplomas granted. Write for Catalog E

The Hudson School FOR BOYS

Three Courses: Classical, Technical, Commercial. Prepares for College and Professional School. A teacher for every 8 pupils. For boys over 15. Address THE HEADMASTER, Box 322

DETROIT INSTITUTE OF TECHNOLOGY Y.M.C.A. DETROIT

ENTER A BUSINESS

of your own and earn big annual income in professional fees, making and fitting a foot specialty to measure; readily learned by anyone at home in a few weeks; easy terms for training, openings everywhere with all the trade you can attend to. No capital required or goods to buy, no agency or soliciting.
Address **Stephenson Laboratory, 3 Back Bay, Boston, Mass.**

FOR MEN OF BRAINS
Cortez CIGARS
—MADE AT KEY WEST—



Cuticura For Baby's Tender Skin

All druggists; Soap 25c, Ointment 25c and 50c, Talcum 25c. Sample each free of "Cuticura, Dept. 6 B, Boston."

The Right School

AT this time parents are seeking information about schools for boys and girls of various ages and development.

Some schools find it inadvisable to prepare younger children. Other schools have special departments for young children.

If you find it difficult to make a choice, write to us or send direct for descriptive announcements of schools which appear regularly in

The Literary Digest

rails was on a limited scale throughout the entire six months. Uncertainties as to the position of railway shareholders under government control were given as "ample cause for this."

Industrial issues were the main objects of the market's attention for the entire period. Some of the largest rises were scored by new stocks and specialties, the sensational advance of American Sumatra Tobacco common, amounting to 79 points, being the most prominent instance. The outstanding feature of the market was the general appreciation in the metal, munitions, equipment, and motor groups, the gains of 16 points in United States Steel common and of 34 points in Baldwin being typical. Copper-mining properties were relatively backward. Public utilities showed decided falling tendencies, for which the generally unfavorable financial position of such enterprises and the consequent passing of dividends by some of them constituted "ample reason."

Among the Steel and equipment stocks Baldwin showed the largest gain, with 34 points. Steel common came second with 16½, Lackawanna Steel with 16½, and Crucible with 14½. General Motors showed an advance of 47¼ compared with January 2. Both Studebaker and Willys-Overland showed a loss. In the following table compiled for *The Wall Street Journal*, are given the prices at which the first sales were made this year, the highest and lowest since then, closing July prices, and points in the changes from the initial sales of the year:

TOBACCO STOCKS					
	First Sale	High	Low	June 29 Close	Adv. Dec.
Am. Sumatra.....	62¾	145½	60¾	142¾	79¾
Am. Tobacco.....	143	170	140½	162½	19½
Tobacco Products....	50	67½	48½	65	15
United Cigar Stores..	92	105½	83¾	102¾	10¾
General Cigar.....	36	58	34	50	14
MOTOR STOCKS					
General Motors.....	107¼	157	106¾	154½	47¼
Maxwell.....	26½	32½	23½	28	1½
Studebaker.....	50½	56½	33½	46½	4¾
Willys-Overland.....	21	22	15½	19½	1½
ELECTRIC STOCKS					
Gen. Electric.....	134½	153	127¾	148½	13¾
Westinghouse.....	40½	47½	38½	43	2½
SUGAR STOCKS					
Am. Beet.....	71	84	64	68	3
Am. Sugar.....	99	116	98	112½	13½
Cuba Cane.....	28¾	33½	27½	32	3¾
RUBBER STOCKS					
Goodrich.....	38	50¼	38	45½	7½
U. S. Rubber.....	54½	60¼	51	58¾	4¾
LEATHER STOCKS					
Am. Hide & Leather. 13	20½	12	18½	5½	
Am. Hide & Leath. pf 50	82	50	80½	30½	
Central Leather.....	54	73¾	61½	71	6
METAL STOCKS					
Anaconda.....	62	71½	59½	68	6
Am. Smelter.....	80	86½	73	80¾	¾
Chino.....	42¾	47½	38¾	40¾	2
Ray.....	23¾	26¼	22¾	24¾	1½
Utah.....	81¾	87¾	76¾	82½	¾
STEEL AND EQUIPMENTS					
Am. Loco.....	55¾	71¾	53¼	68	12½
Am. Car & Fdy.....	70½	87	68¾	84¼	13¾
Baldwin.....	59	101¾	56½	93	34
Beth. Steel B.....	75¾	94	72¾	85½	9¾
Crucible.....	54¼	74¾	52	68¾	14½
Lackawanna.....	77¾	91¾	73¾	84	16¾
Midvale.....	44	61	43¼	52¼	8¼
N. Y. Air Brake.....	118	139	117½	127	9
Railway Steel Spring 48½	58¾	45¾	57½	9½	
Republic I. & S.....	79½	96	72¾	91	11½
U. S. Steel.....	91¾	113¾	86½	103	16¾
RAILS					
Aetehison.....	85½	88	81	84½	1
Balt. & Ohio.....	52½	57	49	54¾	1½
Canadian Pac.....	139½	150	135	147½	8
Ches. & Ohio.....	51¾	60¾	49¾	56½	4¾
C. M. & St. Paul....	46½	47¾	37¼	42½	4¾
Erie.....	17	17¾	14	15½	1½
Lehigh Valley.....	57	62½	55	59½	2½
N. Y. Central.....	71½	75¾	67½	72¾	1½
New Haven.....	32½	45¾	27	38	5½
Norfolk & Western.. 104½	108¾	102	103¾	11½	
Northern Pacific.....	86¾	89	81½	87½	¾
Penna.....	47¼	47¾	43¼	43¾	3½
Reading.....	72¼	95	70¾	92¾	20½
Southern Pacific.....	83¾	88¾	80¾	83½	1½
Southern Railway....	24¼	26	20¾	24½	1½
Union Pacific.....	115	126½	109¾	122	7

Here's the Ideal Siding



THE increasing popularity of Red Cedar Shingles is unquestionably due to their architectural beauty, long life and negligible maintenance cost.

Insist upon Rite-Grade Inspected Red Cedar Shingles—architects and contractors are universally specifying them, because Rite-Grade Inspected is the official guarantee of fifty associated mills for uniform size, thickness, grain, grade and selection of their products.

Write for booklets of home building suggestions.

Shingle Branch, West Coast Lumbermen's Association
428 Henry Building, Seattle, U. S. A.

A CALL FOR 5,000 NEW PHOTOPLAYS

Movie Stars and Producers are Searching the Country for New Suitable Scenarios—Read How This New High-Paid Art is Easily Mastered



Cecil B. DeMille



Mabel Normand



Douglas Fairbanks



Gladys Brockwell

THE moving picture industry is facing a famine—a famine in story plots—scenarios. Prices undreamed of a few years ago, are being paid today—\$500 to \$1000 and more for 5-reel dramatic scripts; \$50 to \$250 for clever short comedies. For the studios—around Los Angeles alone—need 5000 new stories each year. Producers must have material—new plots, especially written for the screen.

And now a plan—the first to be endorsed by the leading stars and producers—has been designed to teach you how to prepare your ideas for the screen. The plan was created by Frederick Palmer, formerly of Universal—the man who wrote 52 scenarios in 9 months—more than one a week—all accepted. Mr. Palmer furnishes you with a handbook and cross references to scenarios that have been PRODUCED. Both drama and comedy are represented. The scenarios come to you in exactly the forms used by the studio directors. You also receive a glossary of the meaning of motion picture terms, such as "truck-up," "iris," "lap-dissolve," etc.

Indorsed by Stars, Producers, Directors and Writers

Under this plan Mr. Palmer gives you six months' free advisory service. A list of leading companies is sent to you with the names of their scenario editors and the kinds of plots they need.

Note the pictures of the movie stars in this advertisement. All of them encourage the Palmer Plan of Scenario Writing. These and dozens of others you will find in Mr. Palmer's new booklet, "The Secret of Successful Scenario Writing."

Write for this booklet now. It will show you the great opportunity in photoplay writing. This book is filled with autograph letters from the biggest stars and producers, strongly endorsing the Palmer Plan of Scenario Writing, asking us to do our best to develop photoplay writers.

Have you ever thought you could write a better plot than some you have seen at the movies? If so, send for this booklet. It will show you how you can get it produced. If you believe you have an idea for a scenario, this booklet will tell you how you can turn it into money.

For scenario writing is very simple, once you have learned a few basic principles. Genius is not required. A simple story with one good thought is enough. For movies are made for the masses. Never was there such an opportunity to turn any simple story-idea into money and reputation. The field is uncrowded. The demand is growing greater each day. Write for the booklet. It's free. No obligation. Just fill out the coupon and mail to us.

THE PALMER PHOTOPLAY CORPORATION,
587 I. W. Helman Bldg., Los Angeles, Cal.

Name.....
Address.....
Please send me, without obligation, Mr. Palmer's new booklet—"The Secret of Successful Scenario Writing," containing autograph letters of the leading stars.

Copyright 1918, by
The Goodyear Tire & Rubber Company

Another Way To Save

As a wise economy have your worn shoes re-bottomed with Neolin Soles. Repairmen everywhere apply these durable, comfortable, waterproof soles to all kinds of shoes.

Neolin Soles

Trade Mark Reg. U. S. Pat. Off.

Created by Science—to be what soles ought to be. They come on new shoes of all styles for men, women and children, and are available everywhere for re-soling and half-soling. Always marked: Neolin

See displays in shop windows

The Goodyear Tire & Rubber Company
Akron, Ohio

MISCELLANEOUS

Am. Tel. & Tel.	104 3/4	109 1/4	95	95 3/8	9 5/8
Am. Woolen	45 1/2	60 7/8	44 3/4	57 3/4	12 5/8
Consolidated Gas	87	92 1/2	83 1/2	84	3
Corn Products	31	43 3/4	29 1/2	42 1/2	11 1/8
Dist. Securities	33	64 3/4	33	58 3/8	25 7/8
Mercantile Marine	22 1/2	31 3/4	21	28	5 1/2
Mercantile Marine pt.	83 3/4	109 1/2	83 3/8	102 1/2	18 1/2
Mexican Petroleum	80	102 3/8	79	99 1/2	19 1/2
Nat. Biscuit	94	100	92	95	1
Nat. Lead	47 1/4	61 1/4	43 1/4	59 3/8	12 3/8
Va.-Carolina Chem.	34 1/2	52 3/8	33 3/4	51	16 1/2
Western Union	85 5/8	99 5/8	85 5/8	90 1/2	5 1/8

WHAT THE COW HAS DONE FOR THE WAR

The American cow, as well as some others, has been "doing her bit in the Great War." So says the writer of a bulletin issued by the National City Bank. In fact, she "has contributed 100 million dollars worth of her products to the exports of the United States in the last year, nearly all of it going to the 'boys in the trenches,' chiefly in the form of condensed milk." The quantity of condensed milk exported in the fiscal year 1918, ending with June, approximated 600 million pounds, against 260 millions in the fiscal year 1917, 160 millions in 1916, and 37 millions in 1915. The value of the milk thus exported aggregated for 1918 about 70 million dollars. When the other contributions of the cow, butter and cheese, are added, the total which the cow has contributed to exports, including supplies sent by the Government, aggregated in round terms 100 million dollars, against 50 millions in 1917, 25 millions in 1916, 13 millions in 1915, and less than 3 millions in 1914. Other facts contained in the bulletin are these:

"The bulk of this large and rapidly increasing exportation of dairy products goes to the men in the trenches. Of the 400 million pounds of condensed and evaporated milk exported in the nine months ending with March, for which detailed figures are available, 178 million pounds went to Great Britain whence it was presumably passed to the men on the battle-field; 70 million pounds direct to France; 17 millions to Belgium; 11 millions to the Netherlands; 20 millions to Cuba; 10 millions to the Philippines; 10 millions to China and Japan, and 10 millions to British South Africa.

"Butter and cheese exports in the fiscal year, 1918, show a marked decline when compared with 1917, while condensed milk shows a marked increase. The quantity of butter exported in the nine months ending with March, 1918, was but 12 million pounds against 25 millions in the same months of 1917, and of cheese, 12 million pounds, against 43 millions in the same months of the preceding year. But of condensed and evaporated milk the quantity in the nine months ending with March, 1918, was 401 million, pounds, against 166 millions in the same months of 1917, and 90 millions in the corresponding months of 1916.

"The large quantity of milk used was produced chiefly in the country fronting upon the Great Lakes: New York, northern Pennsylvania, Ohio, Indiana, Illinois, Wisconsin, and Michigan. The largest part was from the dairy farms and condensed-milk factories in New York, next in importance to those of Wisconsin, but in lesser quantities from the other States above named, while considerable quantities have also been supplied from Utah and the Pacific Coast. The value of the condensed milk exported from the United States in the fiscal year, 1918, actually exceeds the value of all the condensed milk produced in the entire country in 1914, the latest census. Following in detail are given the exports of dairy products from the United States to principal countries, in the years 1912 to 1917.

[000 omitted]					
Butter	1912*	1914*	1915†	1916†	1917†
United King.... lbs.	1,452	722	8,637	19,361	2,428
Canada..... lbs.	313	147	2,157	6,185	831
	1,348	231	3,315	2,254	341

[000 omitted]

Butter	1912*	1914*	1915†	1916†	1917†
Panama..... lbs.	382	63	808	624	123
Mexico..... lbs.	127	183	161	199	220
West Indies... lbs.	415	156	145	298	463
South America.. lbs.	100	40	42	199	188
Other countries.. lbs.	1,404	1,104	1,143	1,525	1,361
Total..... lbs.	301	246	260	386	442
	797	538	373	494	961
	158	97	76	149	398
	299	342	3,737	2,051	1,071
	87	101	1,065	603	458
	6,092	3,694	17,943	26,561	7,196
	1,468	877	4,560	8,244	2,660

Cheese

United King.... lbs.	3,823	550	56,676	45,178	45,281
Canada..... lbs.	486	68	8,667	7,956	11,152
Panama..... lbs.	624	141	3,766	4,538	3,489
Cuba..... lbs.	87	26	560	836	790
Other Countries.. lbs.	387	477	484	439	238
Total..... lbs.	66	85	88	63	63
	139	200	686	1,797	1,541
	28	42	122	366	395
	1,365	1,060	1,340	2,139	2,962
	231	197	236	454	917
	6,338	2,428	62,953	54,093	53,510
	898	414	9,669	9,700	13,317

Milk Condensed

Belgium..... lbs.		3,110	21,685	92,96
France..... lbs.		263	1,542	757
Netherlands... lbs.		30	6,151	89,003
United King.... lbs.		2	488	11,719
Panama..... lbs.		2,758	4,045	24,352
Mexico..... lbs.		220	296	2,684
Cuba..... lbs.		1,201	32,506	105,937
China..... lbs.		102	2,308	8,482
Hongkong..... lbs.		1,277	2,704	4,681
Japan..... lbs.		107	116	438
Philippine Is... lbs.		974	895	2,462
Brit. S. Africa.. lbs.		78	64	70
Other Countries.. lbs.		7,371	6,191	14,133
Total..... lbs.		630	556	1,270
		1,213	1,081	2,011
		94	92	139
		168	144	1,491
		13	13	129
		1,931	259	3,435
		142	18	316
		3,066	1,937	2,626
		218	157	188
		461	480	1,585
		35	36	109
		2,981	3,891	8,316
		233	289	667
		20,643	16,209	75,690
		1,652	1,341	5,889

* Fiscal year.

† Calendar year.

WHAT STOCKS, IF ANY, ONE OUGHT TO BUY

In some comments on an old idea, still often current, that the only kind of stocks to buy are the ones most prominent in the market and in which the daily trading-totals run up into big figures, a writer in *The Investment Weekly* remarks that "outside the active stocks daily battered back and forth in the market, are any number of directions in which profitable investments can be made." That paper has long been recommending the purchase of railroad stocks for the reason that whether we have war or peace "the country's transportation needs are tremendous; and, at last, after years of trouble, the country's transportation systems are in a position to profit from this condition." Under government protection "they are in a position where, if the war goes on for a long time, they will earn large amounts and immeasurably improve their physical condition, while, if the war comes to an end, there will be a volume of business for them to handle assuring them of earnings of the most substantial character." Hence these investments are "a sort of heads-I-win-tails-you-lose proposition." Nothing can happen, that this writer can see, "to prevent most satisfactory railroad earnings and constant improvement in the properties for years to come."

But rails are not the only things that we should buy. Among the industrials this paper advocates stocks of companies producing raw materials, such as coppers and fertilizer stocks. For several years past the greater part of the world's production of copper has been used for destructive instead of constructive purposes, the result being the development of a tremendous shortage bound to be felt for years. While

commodity prices in general will go down after the war, "hardly will the price of copper metal, sure as that commodity is to continue in tremendous demand." Even now the price of copper metal "would be far above where it is were it not for government regulation." After the war, when the necessity for price-fixing has passed, "it seems as certain as anything can very well be that the price of the red metal will rise and not fall," and that is the time when the copper-mining companies "will reap their harvest." Very much the same is true, this writer thinks, of companies producing chemical fertilizer. A third class of stocks is mentioned:

"Even among the shares of the manufacturing companies there are some great investment opportunities. Take, for instance, the concerns manufacturing railroad equipment. As a result of the treatment accorded the railroads for several years prior to the war and the consequent inability on the part of the railroads to buy the equipment they needed, the car- and locomotive-building concerns were almost starved to death. To them the new era which dawned when the Government took over control of the railroads means almost as much as it means to the railroads themselves. Already, even with the end of the war indeterminate as it is, it has meant orders running up into hundreds of millions; after the war is over, with the railroads in the position in which they will then be, it will mean orders on even a larger scale. Indissolubly is the future of these equipment manufacturing concerns tied up with the future of the railroads. When the railroads were poor, they were poor. Now that the railroads have come into their own, they are coming into their own. Nor are they faced, as so many other manufacturing concerns are, with the problem of tremendously increased capacity and the question as to where, after the war, the business to occupy this capacity is coming from. Car- and locomotive-building plants are not built over night. Now, while the war is going on and for years to come after the war is over, there is going to be more

business for these concerns than they can possibly handle. On the present 'cost-plus' basis for government work they may not be able to show any magnificent earnings, but after the war is over the earnings on the stocks of all these companies—the ones which are engaged in manufacturing railroad equipment—should be such as to make them most attractive.

"Somewhat in the same class are the companies manufacturing agricultural implements. It is not with them, as with the equipment companies, a case of a greatly improved financial position on the part of their best customers; but come what may, there is bound to be the biggest sort of a demand for the machinery used in the production of the world's supply of food."

Clever Ruse.—He had been married about a year and had taken to spending his evenings down-town with the boys. One night his conscience worried him and he thought he would phone his wife and get her to come down and meet him and have dinner with him. So he called her up.

"Hello, kid," he began. "Say, slip on some old clothes and run down and meet me on the quiet. We'll have a good dinner and then we'll get a machine and go out and smear a little red paint around. How about it?"

"I'll be delighted to join you, Jack," was the reply. "But why not come up to the house and get me? There's nobody home!"

As the young husband's name is Tom, he spends his evenings at home now.

And his wife wears a queer smile when he isn't looking at her.—*Cincinnati Inquirer.*

Alas, too Late!—**BEGGAR**—"Please, sir, I've a sick wife—could you help me out?"

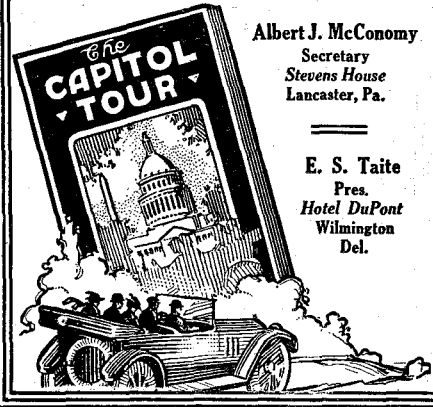
PASSER-BY—"I can give you a job next week."

BEGGAR—"Too late! She'll be able to go to work herself by then."—*Boston Transcript.*

Get This Big Tour Book Free

100 pages—41 maps—detailed routes—complete information about roads—things to see—places to stop on "The Capitol Tour." The finest tour in America—every mile thru country immortalized in Revolutionary and Civil War history. Glorious scenery—inspiring associations—and hotels to cater to your every comfort.

Get your copy—write to-day—now.



Albert J. McConomy
Secretary
Stevens House
Lancaster, Pa.

E. S. Taite
Pres.
Hotel DuPont
Wilmington
Del.

ATONIA GASTRICA

By Achilles Rose, M.D. net. \$1.00; by mail, \$1.08.
FUNK & WAGNALLS COMPANY, Pubs., NEW YORK

A Working Grammar

Of The English Language, by James C. Fernald, L. H. D., covers the subject of English grammar in an intensely practical and helpful way. This volume is prepared for men and women who must use correct English but have no time to study ponderous and technical arguments. It offers a *working* knowledge of grammar presented in such a way that the answer to any particular question is instantly accessible.

Cloth bound, \$1.50 net; by mail, \$1.62.

FUNK & WAGNALLS COMPANY, 354-360 Fourth Ave., New York

Classified Columns

FOR SALE

FOR SALE.—A PRIVATE SCHOOL in one of the Eastern cities. Thoroughly established, splendid patronage. Exceptional business opportunity.
Address Box 1284 WASHINGTON, D. C.

MISCELLANEOUS

SAVES TIME, MONEY, LABOR—Costs less than the average mistake. **THE RAY** adds with speed and accuracy of highest priced machines. Also directly subtracts. Used by U. S. Government, International Harvester Co., B. & O. R. Y., business and professional men everywhere. Complete for \$35.00. Handsome desk stand free. Send no money, but write for 20-day free trial. **RAY CO.**, 1927 Candler Bldg., New York.

"MODERN" DUPLICATOR—A BUSINESS GETTER. \$1 up. 50 to 75 copies from pen, pencil, typewriter. No glue or gelatine. 5,000 firms use it. 30 Days' Trial. You need one. Booklet Free. **J. G. Durkin & Reeves Company**, Pittsburgh, Pa.

U. S. GOVERNMENT wants thousands men, women, girls, 18 or over. Easy office work. \$100 month. Write immediately for list positions open. **FRANKLIN INSTITUTE**, Dept. S-117, Rochester, N. Y.

The Rose Bush of a Thousand Years

By Mabel Wagnalls. An entrancing story of an artist's little French model. The escapade that takes her into the garden of a monastery, the startling result of her visit, and the beautiful climax, make a most unusual and delightful narrative. The screen drama

"REVELATION"

featuring Madame Nazimova, is based upon this book and the book is illustrated with eight beautiful scenes taken from the photoplay.

Cloth bound, price 75c net; by mail, 83c

FUNK & WAGNALLS COMPANY
354-360 Fourth Avenue, New York

PATENTS AND ATTORNEYS

PATENTS THAT PROTECT. Advice and books free. Highest references. Best results. Send sketch or model for search. **Watson E. Coleman**, Patent Lawyer, Washington, D. C.

DON'T LOSE YOUR RIGHTS TO PATENT PROTECTION. Sign and witness form "Evidence of Conception." This form, book and suggestions sent free. **Lancaster & Allwine**, 211 Ouray Bldg., Washington, D. C.

YOUR IDEA WANTED. PATENT YOUR INVENTION. I'll help you market it. Send for 4 free books, list of patent buyers, hundreds of ideas wanted, etc. Advice free. Patents advertised free. **RICHARD B. OWEN**, Patent Lawyer, 45 Owen Bldg., Washington, D. C., or 2278-V Woolworth Bldg., New York.

MILLIONS SPENT ANNUALLY FOR IDEAS! Hundreds now wanted! Patent yours and profit! Write today for free books—tell how to protect yourself, how to invent, ideas wanted, how we help you sell, etc. 211 Patent Dept., **AMERICAN INDUSTRIES, Inc.**, Washington, D. C.

WANTED IDEAS.—Write for list of patent buyers. What to Invent with List of Inventions Wanted, and \$1,000,000 in prizes offered. Send sketch for free opinion as to patentability. Our four Guide Books free. Patents advertised free. **Victor J. Evans & Co.**, 759 Ninth, Washington, D. C.

PROMINENT NEW YORK BUSINESS MEN desirous financing meritorious inventions protected by me. Send your ideas. Honest advice and "Truth about Patents" free. **J. REANEY KELLY**, 912-F Woodward Bldg., Washington, D. C.

"IN LONDON TOWN" you

see and meet the real British character and get alongside of the real Johnny Bull. F. Berkeley Smith has access everywhere. Read his book if you have been in London. It will please you. Read it if you haven't been—it's next best to going. Brim full of truth. Copiously illustrated. \$1.50 net.

FUNK & WAGNALLS COMPANY, New York and London

Travel and Resort Directory

COLORADO SPRINGS •MANITOU•

Cool Off on Pikes Peak

Uncle Sam needs your top-notch efforts. By authorizing reduced fares, his Railroad Administration has recognized that Colorado's summer climate can "do its bit" by conserving the health and strength of those who must "keep the home fires burning."

Summer tourist rates are the same to Denver, Colorado Springs and Pueblo; be sure, whatever route you select, that your ticket reads thru or to Colorado Springs.

Write today for free illustrated folders.

THE CHAMBER OF COMMERCE

100 Independence Building Colorado Springs, Colorado

PIKES PEAK

NATIONAL PARKS' TOURS

Estes Park Glacier Park
The Yellowstone

For Literature and Full Particulars apply to

**American Express
Travel Department**

65 Broadway
New York

23 West Monroe St.
Chicago

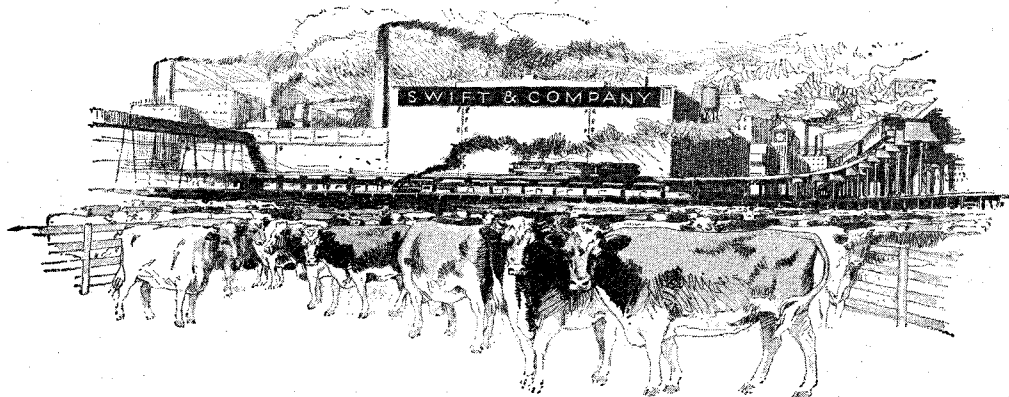
Safeguard

your money whenever you travel—on your vacation and motor trips, business or pleasure. Carry

American Express Travelers Cheques

Sold in denominations of
\$10—\$20—\$50—\$100—\$200

Ask for them at
American Express Offices
or at Banks



A business that is as big as its job

KEEPING a nation of over 100 million people regularly supplied with meat and meat products, is a big and complex job.

And a still bigger job when to it is added the needs of the American soldier here and in Europe and of the Allies as well.

It is a job of converting the live stock of the West into meat and meat products and distributing them in perfect condition over long distances to the consuming centers—the North, South, East, West and abroad.

A job of supplying with *unfailing regularity* products that in the main are perishable, in the exact qualities and quantities needed, to the smallest out-of-the-way village as well as to complex and congested metropolitan centers.

Only organizations like that of Swift & Company, with its highly-

specialized methods of meat-dressing, its hundreds of branch-distributing houses, and its thousands of refrigerator cars, could have handled such a job efficiently and at a minimum of expense in the present war emergency.

Today American meat and meat products are the recognized standard of the world.

And the economy with which these products are produced is indicated by the fact that today the meat of a steer, dressed, is sold for less than the cost of the steer on the hoof! The proceeds of by-products, made out of what once was waste, have made this possible.

• The size of the job has dictated the size of America's packing industry. And America's packing industry has proved itself to be equal to its job.

Swift & Company, U. S. A.

A nation-wide organization with more than 20,000 stockholders

